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DEATH OF GERMAN CONSUL.

DR. REMY PASSES AWAY AT CANTON.



It is with much regret that we have to chronicle the death of Dr. Erwin Remy, the German Consul General in Canton, and Consul in Hongkong, which took place on Thursday evening at the Canton Sanatorium, from purulent peritonitis. During the period of his service in this part of the world, Dr. Remy made many friends, who will hear of his demise with deep regret. The funeral took place at the Macao Cemetery, Canton, this morning, the remains being conveyed thither by launch from the Shamone.

The late Dr. Remy was born in Bavaria in 1878, and he later became Doctor of Law at Heidelberg University. He entered the Foreign Office in

Berlin in 1906. Three years later, he was appointed Vice-Consul at Calcutta, whilst in 1912 he was made Secretary of the German Legation at Bangkok. From March, 1914, to August, 1917, Dr. Remy was Charge d'Affaires at Bangkok, whilst from 1917 to 1919 he was attached to the German Legation at Copenhagen, when he was promoted to Councilor of Legation. He was at the Foreign Office in Berlin in 1920, whilst on January 1st, 1921, he was made German Consul at St. Gall (Switzerland). Since January 1st, 1924, Dr. Remy has been Consul General at Canton, and he was appointed German Consul in Hongkong at the 1st of May last year.

ARMS FOR CHINA.

THE BRITISH POLICY.

STRICT SCRUTINY OF CARGOES.

London, Feb. 6.

The recent fighting in China has again raised the question of the agreement of May 1919, whereby the Powers undertook to restrain their nationals from exporting to, or importing into, China, any war material, until a government, be established whose authority is recognised all over China.

It is officially emphasised that the British Government has enforced, and will continue to enforce, the agreement, arms import regulations issued by the British Government in China in 1919 making it illegal for British subjects in China to deal in munitions, except sporting weapons, without a special licence. This has answered the purpose satisfactorily. The export of arms, munitions and war material is prohibited except under a Board of Trade licence. No licences can be issued for export to China if British subjects insure shipments of arms for China or on route. His Majesty's Government will be unable to protect their interests. The authorities at British ports en route to China have been instructed to exercise the utmost vigilance, and fully to use their local powers to detain and seize shipment of arms to China. These powers have been exercised in several instances, and large consignments were recently confiscated.

The British Government's action is dictated by a feeling

FREE GOLD MARKET.

ADVOCATED BY BANK CHAIRMAN.

London, Feb. 6.

In a speech read at the annual meeting of Lloyd's Bank, in Cannon Street Hotel, Mr. J. W. Beaumont Pease, the chairman, referring to the gold standard, said the whole world, though guilty of infidelity in varying degrees and diverse places, and despite some coquettings in other directions, was returning to its old love. "Gold is almost universally recognised as the only practical international measure of values, and the only real problem for us is the precise date when we can safely re-establish a free market for gold."

Mr. Beaumont Pease said the factors responsible for hesitancy with regard to re-establishing a free market for gold were mainly two—the view that our large, adverse, visible trade balance was due to the present gold value of sterling, due to exceptional, passing causes; and, if we returned to a free gold market, could we maintain our holding of gold without harming our trade by an increase of money rates?

As to this, Mr. Beaumont Pease pointed out that the latest Board of Trade figures showed our invisible exports more than set off the visible adverse trade balance, and he hoped it would not be impossible to protect our stocks of gold without unduly raising the rates to the extent that trade would seriously suffer.—*Reuter.*

that it is their duty to do everything possible to assist the establishment of peace and order in China for relief of the miseries of the population.—*Reuter.*

POLICE TROUBLE.

SIX INDIANS DISMISSED.

Trouble with certain members of the Indian section of the Hongkong Police Force culminated this morning in the sending back to their native country of six constables and a sergeant. It appears that these men have of late become interested in the Akali movement, sponsored by a new religious sect amongst the Sikhs, and that they had taken to wearing a long sword. Previously, they had been permitted to wear a three-inch dagger, either in their turbans or at the waist, and they were told that there would be no objection to their carrying a nine-inch dagger. They refused to accept this compromise, however, and their resignations were then demanded. A sergeant who headed the party sent in his resignation, but the others refused to do so and were accordingly dismissed, after the matter had been referred to the Secretary of State.

This morning, the party of seven were sent off to the steamer in the police motor van, all wearing black gowns and turbans of the same colour. Before their departure, they assembled in the Police Station compound, where other Sikhs joined hands around them whilst they indulged in a religious chant.

FINED \$100.

CHINESE MOTOR CYCLIST PUNISHED.

A Chinese youth, named Chung Yu-fung, was fined a \$100 this morning for driving a motor cycle without a licence.

It was stated that, in consequence of a number of previous convictions, which included a fine of \$50 recently imposed for failing to stop after an accident in which he knocked down a Chinese girl on the Praya East, defendant's licence was taken away from him. His enthusiasm for cycling was such that he proceeded to borrow a friend's licence and had been using this until found out by Sergeant Nicol.

The C.S.P., who prosecuted, said defendant had been flouting the authorities, and on being ordered to attend at the Traffic Office for examination, he excused himself by saying that he was very busy at the time appointed and fixed his own time for the interview.

SHIPPING NEWS.

The coaster Corona, Captain A. Lyngholm, is at present at the Kowloon Dock, where she is passing her four years' survey, and having a general overhaul.

The steamship Knute Hamsun, Captain A. Orvig, left today for Bangkok where it is said that she has recently obtained a time charter.

The Kowloon wharves presented a very busy aspect yesterday, with the P. and O. liners Morea and Malwa alongside, and the British India s.s. Talma loading cargo. Three other large vessels were also alongside, namely the Fulda, Hing Sang and Tanda.

The steamship Clara Jobson, Captain H. Christensen, arrived yesterday from Singapore, and had such rough weather on the way up here that she had to take shelter at Fan Rang Bay for 24 hours. The weather remained bad until the day before the vessel arrived at Hongkong, when the monsoon moderated considerably.

The steamer Yuen Lee, Captain H. Freyman, arrived today from Saigon. She has been bought by Messrs. Ho Cheung at Saigon from Alfred Holt & Co. She is a splendid steamer with accommodation for 100 first-class and 80 second-class passengers, and will be employed in the Saigon Hongkong and Swatow run, after she has had a thorough overhauling at the Taikeo Dockyard. It is presumed that these repairs will take the better part of a month.

PIRATES BEATEN.

JUNK'S CLEVER RUSE.

Macao, Feb. 6.

It was reported here yesterday that a big three-masted junk was attacked by a pirate junk on February 4th off St. John's Island. The pirates shouted to the master of the junk to heave to, and very soon opened fire upon the trading vessel when their order was not immediately complied with.

In this case, however, the brigands got more than they bargained for. The master of the trading junk, instead of heaving the vessel to, stored nearly straight for the pirate junk and passed her only about 10 fathoms off. Evidently he must have been prepared for the pirates' attack, because at the same time as he was passing the outlaw vessel he had most of his men hidden under the railing with earthenware jars of gasoline, pitch and other very inflammable material, which was all thrown on the pirate vessel, together with a number of burning torches. It is stated that a big blaze of fire started immediately on the pirate boat, while the trading junk immediately steered away again and resumed her voyage to Cheung San. Her crew then watched their attacker hurriedly making for the shore, but the pirates had to leave in rafts and boats before they got that distance, and their craft became a total wreck.

GENERAL FOWLER

DEPARTURE FOR HOME.

Major General Sir John Fowler left for Home by the P. and O. liner Morea to-day, on relinquishing his command of the British forces in China.

In a Special Order of the Day, General Fowler commends the troops, both regular and auxiliary, in the following terms:—"On relinquishing this Command I most sincerely thank all ranks of



my Headquarter Staff, Staff and Departments, and the Units in China under my Command for the cordial support they have given me. The discipline and soldierly bearing of the troops has been good and I feel confident that the prestige of the British Army has been maintained. I also desire to thank the British Volunteer Corps in China for the valuable services they have been and are rendering."

A guard of honour from the East Surrey Regiment lined the Praya opposite Murray Pier when Gen. Fowler left this morning. A large number of friends were present to see him off, including the Governor (Sir Edward Stubbs) accompanied by Capt. Neville, Sir Claud Severn, Hon. Mr. P. H. Holyoak, the Misses Holyoak, Hon. Mr. Chow Chou-son, Hon. Mr. R. H. Kottwall, Mr. A. G. M. Fletcher, Hon. Mr. E. R. Hallifax, Hon. Mr. O. H. Messer, Mr. D. W. Treisman, Col. Robertson, Mr. P. O. Fott, and many officers of troops stationed in Hongkong.

TAXI ACCIDENT.

COLLISION WITH LAMP-POST.

A taxi accident occurred last evening in Nathan Road, Kowloon, as a result of which four Chinese ladies and a little girl were injured, as also was the driver.

It appears that the four female passengers were being driven from Ho Mun Tin to the "Star" Ferry wharf, whilst near St. Andrew's Church, the driver of the taxi was dazzled by the lights of three motor buses coming towards him. The result was that he lost control and ran into a lamp-post. The machine was badly damaged, whilst the passengers were injured slightly and had to be sent to hospital. The driver also sustained injuries to his face.

END OF OPIUM CONFERENCE.

GENEVA SWAN SONGS.

Washington, Feb. 6.

The withdrawal of the American delegation from the Opium Conference has been authorized by President Coolidge.—*Reuter's American Service.*

Geneva, Feb. 6.

Several interesting speeches were made this morning on the re-assembly of the joint committee of the first and second opium conferences, when the sub-committee reported, showing failure to reach an agreement which could satisfy the American delegation.

Mr. Sugimura (Japan) alluding to the American proposals, said: "We have avoided superficial and fallacious compromises and reserved our hopes for a future and better understanding, which may be fruitful and sincere." He tributed Britain, who had always been faithful to her traditional policy of democracy and her realistic liberalism. He also gratefully alluded to France and the Netherlands, and concluded by praising the ardent idealism of the United States, declaring that Japan would ever remain faithful to the American principles.

Lord Cecil declared: "We are bound by international principles, and we are carrying them out." He appealed to the Chinese and other delegations to give an undertaking to stop over-production of opium, and emphasised the sincerity of the British policy of terminating the opium evil.—*Reuter.*

AMERICAN WITHDRAWAL EXPLAINED.

Geneva, Feb. 6.

A memorandum stating the reasons for the American delegation's withdrawal from the Opium Conference declares that, despite over two months' discussion and repeated adjournments, it now clearly appears that the purpose for which the conference was called cannot be accomplished. It does not seem that there is any likelihood, under present circumstances, of the production of raw opium and coca leaves being restricted to the medicinal and scientific needs of the world.

It admits that an improvement on the Hague Convention is noticeable regarding the manufacture of drugs and control of transportation.

The memorandum also adds that the withdrawal of the United States from the present conference does not mean it will cease its efforts, through international co-operation, to bring about a suppression of the illicit traffic in opium and other dangerous drugs.

Mr. Porter, in a personal letter, tributes the consideration and kindness of his colleagues at the conference and the courtesy of the officials.—*Reuter.*

TO-DAY.

Closing Exchange 3. 15/16
Market Up Time 6.15 p.m.

Bulls and Inners

From the Office Butta.

It has now been definitely established that the strange noise heard on the Peak one night last week, and thought to be a Polar bear in distress, was only a stranded tourist defending its young.

What about employing our school-boys to swat flies in the New Territory this summer?

Some preachers do not practice what they preach but, then many bowlers do not play as they practice.

Some folk are discarded because they are not trumps.

There seems to be something peculiarly appropriate in the "no responsibility for debts" notice in the case of the s.s. Pawnee.

Residents in the Peak Hotel who may have been distressed by indications that a wife-beater, or, at any rate, a harsh and overbearing husband, has recently come into residence, will be relieved to hear that the "high words" are merely rehearsals for the next A.D.C. show. We mention this to forestall the dreaded Peak Tram gossip.

According to the programme, the last song to be rendered by one of the fair contributors at a recent concert, was entitled "The Limit". This seems to be a graceful way of requesting no encores.

It was too bad, though, to sing another song entitled "Can Ye Sell Cushions?" After the first half hour, we would have been perfectly willing to buy one.

The Observatory reports that the air pressure suddenly rose last week-end. These tourists, we suppose.

These last few days the position of Peakites vis-a-vis Kowloon folk has been colder than ever.

Money may not know one tune from another, but in the case of the debit balance of St. John's Cathedral it certainly struck the correct note.

Now that Hongkong streets are to be marked differently, thoughtful people will no longer be at a loss.

Provided the contractor doesn't get absorbed in these cross-word puzzles, Queen's Pier should be finished soon.

The jury which awarded a girl \$2,000 for the loss of her hair must have been old-fashioned.

Now that married women are entering politics and child labour is being prohibited, it looks as if father is in for a rough time.

What between hunting for cement and pirates, Bias Bay is now definitely on the map.

According to Monday's *Daily Press*, there was a quarter of an inch of ice the day previously on Sir Claud Severn's roof. One of the few occasions, we believe, on which the Severn has been frozen over.

This Week's Book:—"Rents and Tears," by Wynne D. Tennant.

It is said there are a big number of weeps in the Colony at present. Quite true.

This taxi driver case reminds us that the next thing we'll hear is about some ricksha coolies being dismissed for hanging too long on to the shafts.

Says the *Post*:—Hundreds of monkeys are being imported into England for thyroid gland treatment. Isn't it about time that this sort of thing could be sent to the penitentiary?

A local paper recently reported that the Wharf Company were paying a \$60 dividend, but this news didn't godown.

It is suggested that a Chair of Dramatic Art be endowed at our University. Like crossword puzzles, Saint Joan seems a bit overworked.

The next thing we'll hear about will be night classes for taipans.

No woman is ever so miserable as a man thinks she is, or as miserable as she believes herself to be.

If only a man could read his obituary notices, he'd have asked a rise of pay long ago.

The best of wearing overcoats these days is that shabby clothes don't show.

Mao Whirter, he says the most expensive thing you can have is the gift of the gab.

Considering the great number of phone numbers in Hongkong it is really surprising how often they got the right one.

We have to go from home to hear news. An American paper one of the contributors at a recent concert, was entitled "The Limit". This seems to be a graceful way of requesting no encores.

"Pearl diva find no difficulty in frightening off sharks," says a magazine. They're luckier than most Hongkong folk.

Dancing with a Prince will again be the Hongkong flappers' hobby very soon.

We didn't need the newspapers to tell us that the atmosphere on the Peak is rather chilly.

You can't expect to chain a Kowloon man to his home with golf links.

According to a golf professional, most amateurs stand too close to the ball when they drive. We have also noticed several local players who stand too close to it afterwards.

A man who was bitten by a dog last Sunday morning is unwilling to admit that it was a cold snap.

"Rubber Rises," says a newspaper heading. We can now look for shares on the bourse.

"Rome had a housing problem in 150 B.C.," says a Home paper. Meanwhile Kowloon carries on the good work.

It takes more than a Sunday suit to make a good saint.

Talking about taipans, one can never estimate a man's salary by the amount of work he claims to do.

Hongkong men don't begin to get gray at 50. They merely omit the "r."

Distance does not lend enchantment when you happen to run out of petrol in the New Territory.

According to local steamship companies, lots of passengers want passage luxuries at staterage prices.

Reports from all districts in the Colony indicate that practically all the turkeys have been eaten.

If things go on like this, the barbers will have to advertise that they cut men's hair.

Normal, the Finnish sprinter, that this sort of thing could be sent to the penitentiary.

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ST. PAUL'S INSTITUTION.

ANNUAL PRIZE-GIVING.

The annual distribution of prizes of St. Paul's Institution (the Anglo-French school), at Causeway Bay, took place last evening. The School Hall, which was tastefully decorated, was used for the function. It was almost crowded, amongst the large gathering present being, M. du Courthial, the French Consul General, and M. Courthial, Rev. Father Spada, the pro-Vicar Apostolic, Mr. W. W. Hornell, vice-Chancellor of the University, Mr. E. Rappin, the Rev. Father Robert and Mr. Fitzgibbons.

The proceedings began with a concert ably carried out by the pupils; who were all warmly applauded by the audience. The Misses L. Shearer and R. Li started the entertainment with a pianoforte duet. This was followed by a song entitled "Welcome," which was sung by the pupils in chorus, with Miss L. Silva-Netto as accompanist. Miss D. Leach gave a recitation, "Coaxing Grandma," while Miss L. Shearer contributed a pianoforte solo. The gathering was next entertained with a dance "La Coquette," which Miss Andrey Steel executed with grace and charm. Other items included a song and dance, "Beautiful Rose of England," in which the pupils of Miss V. Capell took part.

Mr. Fitzgibbons read the annual report on behalf of the Principal of the School, after which M. Courthial distributed the prizes.

After the presentation, Mr. Fitzgibbons, speaking on behalf of M. Courthial, thanked the School for the honour done to her. He continued: "She wishes me to say that she is very pleased to see from the report that great progress has been made during the year and that the number of pupils has increased by sixty, also that the Inspector's report has been so satisfactory. She hopes those who have received prizes this evening will strive to do even better next year. She wants them to realise that they owe it to themselves, to their teachers and to the School to strive during the year to maintain that discipline, love of duty and excellent spirit generally, which, as we have been told by the report, have always been the characteristics of the pupils of this School." (Applause).

The report stated:

The Report.
The school year commenced on January 7, 1924, when 230 pupils were admitted. This number has steadily increased during the year, the highest number on the register in 1924 being 260. This figure is still increased and, at present, there are 270 pupils attending the school as compared with 210 in 1923. A good average attendance has been maintained during the year. These figures, I think, speak well enough for the school.

With regard to the building, the Inspector, in his report, says that the premises are excellent and remarkably clean. This fact has undoubtedly a good effect on the health of the scholars. The reports of the medical inspectors also show that the sanitary arrangements of the building and the health of the pupils were excellent.

The staff is reported adequate according to the Code, but the number of pupils increasing every year, naturally demands an increase in the staff. There are not, at present, quite enough teachers, but it is hoped that this deficiency will shortly be remedied by the arrival of new professors from Europe.

At the University local Examinations four girls passed the senior and four the junior examination, the latter each gaining distinction. The highest senior girl, Agnes Pau, passed in eight subjects, in English, Mathematics, Geography, Biblical Knowledge, Drawing, Arithmetic, Needlework and French. In the junior division, the winner of the Montargis prize for French was Mary Soriano. At the quarterly examination held in December last, the Luyar scholarship was won by Audrey Steel and the special test prize by Alma O'Hoy.

The usual annual inspection of the school took place in October last. There were 253 present at this inspection as against 226 in 1923. The Inspector's report was very satisfactory. It is interesting and encouraging to the teachers to be able to note the progress made in all the classes during the year in that important subject, English. Reading and colloquial were reported satisfactory throughout, and the written

tests in English, that were set both by the Headmaster and by the Inspector were quite satisfactorily done.

Infant Class.

The infants' class has been very progressive in all its departments, the little ones being very proud to be able to sing in English and in French. The evening class for stenography is continuing successfully, and in connection with this class, it would be well to mention that the results of the last examination which were unavoidably delayed have just come to hand and 12 pupils have received certificates—six elementary, one theory, and five first class speed certificates. Mr. O'Sullivan has returned to the Colony and will resume his classes at the convent this month.

During the year the school was honoured by the visit of His Excellency the Governor of Indo-China who was accompanied by his wife. They showed a very keen interest in the work of the school, remarking that the pupils looked very happy, and admiring the spacious school building and Lecture Hall.

The pupils have again taken part in the various sporting events of the Colony and have won several prizes. Amongst their different activities, they do not forget the works of charity, being very willing helpers on such days as "Poppy Day," "Our Poor" day, or in connection with other charitable enterprises.

Before terminating this report, I wish to add that a very generous gentleman of the Colony has provided us with several collections of the most interesting and valuable books. This will enable the school to possess a very complete library which will prove of great service both to pupils and teachers who desire to thank him for the splendid donation. Reverend Mother Superior and all the members of the staff wish to thank Madame du Courthial for so kindly agreeing to distribute the prizes and also Monsieur le Consul and all the friends and parents of the pupils for their presence here to-day. We feel that the sympathy and the kind co-operation of these parents and friends are a constant help to us in maintaining that discipline, love of duty, and excellent spirit which, we are happy to say, have always been the characteristics of the pupils of this school. In conclusion, we offer our grateful thanks to all those who have so generously assisted in procuring the awards.

Prize-Winners.

The following were some of the prize-winners:

Class 4: Award for Progress, Bertha Chin; Needlework, Lily Lo; Drawing, Frances Mackenzie; Recitation, Violet Hudson; English Composition, Catechism Music and French, Rose Terry; English History, Music and French, Dorothy Hirschberg; General Application and Progress, Ayesha Dyer, Maggie Chu, Esther Tong, Bessie Cheng, Aley Cheng, Alice Lau, Mary Young, and Mary Marsh; Good Conduct and Regular Attendance, Rosey Shum.

Class 3: Needlework, French and Music, Marcelle Galt, Rosie Li and Helen Brooks; English Composition, Lily Grimes, Gracie Goldfinch and Kathleen McEwen; Arithmetic, Mary Lamb, Arithmetic and Drawing, Rosie Kitchell and Leena Casambay; Recitation and English History, Katie Grimes; Drawing and Biblical Knowledge, Bertha Cordelro; Biblical Knowledge French and Music, Lina Silva Netto; English History, French and Music, Lily Shearer; Arithmetic, Drawing and Needlework, Daisy Lo; General Application and Progress, Silvia Heyshing and Margaret Hudson; Good Conduct, Arithmetic and Biblical Knowledge, Mary Ligores; General Application and Special Test Prize, Alma O'Hoy; General Application, Progress and the Luyar Scholarship, Audrey Steel.

Class 2 Junior: Politeness, Application, French and Music, Louise Chang; Domestic Science and French, Dina Pastakia; English Composition and French, Rahima el Arcull; General Application and Progress, Gerlie Lo; English History and Geography, Mary O'Hoy; Domestic Science, Needlework and the Local Junior Certificate with distinction in Stenography, Gertrude Julian; Arithmetic and the Local Junior Certificate with distinction in Needlework. Prize offered by Madame Montargis, Violet Woo; English History, Montargis French Prize and the Local Junior Certificate with distinction in Biblical Knowledge, Prize offered by Rev. Father Robert, Mary Soriano; Good conduct, General Application, the Local Junior Certificate and special Prize for

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DR. SUN WEAKER.

HIGH TEMPERATURE.

Peking, February 6.—A Peking University Medical College bulletin states that Dr. Sun Yat-sen is gradually growing weaker. His temperature this morning went from 100 to 102, while his pulse registered 120. The radium treatment is being used as a palliative. —Reuter.

THE COLONY'S WATER. POLICE RETIREMENT.

FEBRUARY FIGURES.

The Water Authority's statement of the amount of water in the reservoirs on February 1 is to hand. It shows all the reservoirs considerably below overflow, the big Tatum Tuck being no less than 24 feet 4 ins. below, and the Bywash even more than that. The water in storage in the six reservoirs on the island amounts to 1,382.45 million gallons, as against 1,600.73 million gallons last year. Of this, no less than 602 million gallons are stored at Tatum Tuck, and 286.85 million gallons at Tatum. Despite the fact that the population is now established at 897,940, in against 877,520, the consumption has fallen somewhat. During the month of January the public took 262.29 million gallons from the reservoirs, averaging 21.8 gallons per head per day. Last year's figures for the same month were 22.5 million gallons, with an average of 22.6. There was a constant supply in all rider main districts East of Eastern Street, and an intermittent supply West of Eastern Street during January of this year, excepting three days. (22 to 24 inclusive), when a constant supply was turned on an account of Chinese New Year.

The Kowloon reservoir is 12 feet 5 ins. below overflow, and contains 286.00 million gallons as against 281.00 million gallons a year ago. The consumption has also decreased on the Kowloon side, being 69.76 million gallons, or 19.8 gallons per head per day as against 64.90 million gallons and 14.0 gallons. The population is estimated at 148,480, an increase of approximately five thousand. There was a full

INSPECTOR LEAVES ON PENSION.

After twenty-five years' service with the Hongkong Police, Inspector F. Appleton has announced his decision to retire, and return to the Old Country to enjoy his pension. Inspector Appleton who is attached to the Secretariat for Chinese Affairs, will formally sever his connection with the Force at the end of the month and leave for England in the first week of March.

Inspector Appleton joined the Police in March 1900. After working through the various ranks he became a full Inspector in 1920. He was transferred to the Secretariat for Chinese Affairs about three years ago. It is generally recognised that the duties at the Secretariat are always more exacting in view of the nature of the work, which brings the Inspector into constant contact, and often conflict, with what is perhaps the worst section of the Chinese underworld. Labour troubles, of which there have been numerous cases, during the last few years, also come within the scope of the Inspector's activities and his excellent work during the big strike will long be remembered. Arrangements have been made by his colleagues to make him a presentation before he leaves for home.

supply in all districts during January of this year and last. The quality of the water is stated by the Government Analyst to be satisfactory. The total rainfall for the month of January is given as 4.84 inches, against 1.06 inches last year.





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KOWLOON DEPOT: 10 Canton Road.
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You push it along

The Power Station keeps it hot

DON'T bend over an ironing table or carry irons to and fro from the kitchen range. Keep fresh instead of getting tired. Sit down to iron—the electric way. With an electric iron you merely push the iron along—the electricity keeps it hot.

HOT WATER WHEN AND WHERE YOU WANT IT.

In the bedroom, or bath room, on the tea or breakfast table an electric kettle will quickly boil water whenever you need it. Fill the kettle, connect to your nearest lampholder pendant—switch on. That's all—perfectly easy, simple, and clean. Use electricity, the modern means of eliminating work and dirt.



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WHAT DELLAI DID TO SAMSON
WHAT CLEOPATRA DID TO ANTONY
WHAT SALOME DID TO HEROD
WHAT DIL LARRY DID TO KIDNAPERS

ALL THIS MULTIPLIED BY 100 IS WHAT POPPAE EMPRESS OF ROME DID TO NERO

WORLD'S MOST SPECTACULAR AND MOST SENSATIONAL PHOTO-DRAMA
THE THRILL AND JOYS OF ANCIENT ROME IN ALL ITS GLORY

MONDAY NEXT AT THE CORONET

SINGAPORE CRIME WAVE.

CHINESE SECRET SOCIETIES BLAMED.

(Our Own Correspondent.)

Singapore, February 6. The revival of the crime wave of some time ago is startling Singapore. Recently more than six murders have been perpetrated, all attributable to Chinese Secret Societies. On Wednesday evening there was pandemonium when three armed Chinese, alleged to be members of a Secret Society, shot down a compatriot and two Eurasians, Eric and Noel de Souza, who joined in the chase after the assassins. The two Eurasians are lying in hospital and critical condition. Their depositions have been recorded. The assassins have not yet been arrested.

On Wednesday a Chinese woman was murdered by a man, alleged to be her son, on a plantation. The accused confessed to the crime, it is stated.

RUGBY FOOTBALL.

THE CUP TUSSELE.

The battle of the giants which takes place to-day between the fifteens of the Navy and the Club is timed to commence at 4.15 at Happy Valley, and there is every prospect of a thoroughly good game, for both teams are near the best possible that could be turned out.

While there is new blood in both teams, quite a number of old favourites will be seen in an effort to carry off the Rugby Cup 1924-1925. The teams are as follows:

Royal Navy XV.

Telegraphist Mortimer, H.M.S. Ambrose.

Lieut. Commr. Bower, H.M.S. Hawkins; S.P.O. Foster, H.M.S. Ambrose; Lieut. Commr. Lyle, H.M.S. Hawkins; Lieut. Hill, H.M.S. Titania.

Lieut. Montgomery, H.M.S. Hollyhock; A.B. Dowden, H.M.S. Hawkins.

Captain Mercer, H.M.S. Despatch; Lieutenant Edmundstone, H.M.S. Hawkins; Paymaster Lieutenant Huxley, H.M.S. Hawkins; E.R.A. Woods, H.M.S. Hawkins; Sub-Lieutenant Gibson, H.M.S. Hawkins; Lieutenant Sherwood, H.M.S. Titania; Lieutenant Billings, H.M.S. Titania; Supply C.P.O. Vincer, H.M.S. Tamar.

Club XV.

Gawler, Skinner, Stewart, Forsyth and Summerfelt.

Clerk and Morrison, Rolston, Russell, Jones, Hendle and Lee.

Reserves.—Foster and Lyon. Referee Captain S. H. Feary D.S.O.

RETIRING ARCHITECT.

PRESENTATION TO MR W. L. LEASK.

A dinner was held at the Hongkong Chau Lau restaurant, West Point, on Thursday night whereat the members of the firm of Messrs. Leigh and Orange were guests of honour of the Chinese contractors of Hongkong, who were desirous of showing their appreciation of Mr. William Laughton Leask on the occasion of his retirement.

Mr. Lam Woo presided and at the end of the banquet, speaking on behalf of his fellow contractors, he emphasized the cordial relations which had existed between the firm of Leigh and Orange and themselves. During the time Mr. Leask had been in Hongkong, more than 20 years, the relationship had been if anything, more cordial. He had helped them with advice and treated them tactfully and generously. They were sorry he was leaving, but were glad that it was to rest in his own country that he was going. In his retirement they trusted he would remember them and sometime pay them a visit. As a token of their appreciation, Mr. Lam Woo would ask him to accept an illuminated address and other gifts from those he represented.

The gifts consisted of five ancient Chinese porcelain plaques mounted in blackwood, the gem of the collection being also arranged around upon a stand, valuable old vases, a silk embroidered table cloth and a silk shawl. The address set forth at length in laudatory terms, an expression of the assembly's esteem for Mr. Leask, and his work in the Colony and was signed by those concerned. Mr. Leask leaves today for Hong Kong by the Mores, accompanied by his family.

COMPANY REPORT.

BANK OF EAST ASIA.

The Report of the Directors, to be presented at the sixth ordinary yearly meeting of the Bank of East Asia, Ltd., to be held at the Company's registered office, No. 10, Dea Vaux Road, on Saturday, February 14, states:

The Directors have pleasure in submitting the Profit and Loss Account for the year ending December 31, 1924, together with the Balance Sheet at that date.

Accounts.—The Profit for the year including \$138,413.55 brought forward from last year and after paying all expenses and charges amounts to \$924,284.06. From this amount an Interim Dividend of \$3.00 per share on 50,000 shares (150,000) has already been paid leaving a balance of \$774,284.06 available for appropriation which the Directors propose to deal with as follows:

To pay a Final Dividend of \$3.00 per share on 50,000 shares absorbing	\$150,000.00
To pay a bonus of \$2.00 per share on 50,000 shares absorbing	100,000.00
To transfer to Reserve Fund	325,000.00
To pay a bonus to Directors, Holders of Founders shares and the staff	72,880.58
To write off Organization expenses for Kowloon Branch	3,323.21
To carry forward	123,080.27
	\$774,284.06

Directors.—The Hon. Mr. Chow Shou Son has been elected Chairman for the year 1925.

Auditors.—The Accounts have been audited by Messrs. Percy Smith, Seth, and Fleming, who retire, but being eligible, offer themselves for re-election.

BABY PEGGY.

WONDER CHILD IN "THE FAMILY SECRET."

Seated among the large crowd at the Star Theatre, Kowloon, last night, which was kept in a perfect bubble of excitement at the antics of Baby Peggy, the conclusion was come to that the choice of the title of the picture, "The Family Secret," was a rather queer one—to say the least. Miss Frances Hodgson Burnett's fine novel, on which the picture is based, was called "Editha's Burglar," while when it was adapted for the stage, the name was contracted to "The Burglar." Not one of these names seemed to suit; and it was not only the opinion of the writer. In view of the fact that the picture is "made" by little Peggy Montgomery and that she takes the captivating part of Baby Peggy Holmes, surely a more appropriate and charming title would have been "Peggy's Burglar."

Baby Peggy is undoubtedly a find. When Marie Osborne and Zoo Hay were featured in every picture of this kind a few years ago, it seemed unnatural that another would arise to take their places. But Baby Peggy does that, and more. She is fun personified, and yet in the more pathetic parts she acts as if really possessing all those qualities that go to make up real drama.

One may cavil at the title of the picture, but still give the utmost praise to the story and to the acting. And that was the case at the Star Theatre yesterday; and it will likely hold good with the crowds that will fill that popular place of amusement to-day.

"TRIFLING WOMEN."

A STORY WITHIN A STORY. Mr. Rex Ingram's new work, "Trifling Women," is quite unlike anything he has yet conceived. He deals with a great subject in a great way, and it is not surprising that patrons of the Coronet should enthuse over "Trifling Women" not because it is a Rex Ingram production, but because it is a remarkable picture with a remarkable story. It is a story within a story, and yet it is far from complicated. In fact, the developments as reel after reel is screened is nothing if not marvellous.

Mr. Ingram has not only produced a fine picture, but he has obviously been at pains to select the best possible cast. Thus Barbara La Marr is entrusted with the portrayal of Zareba, the vampire-crystal gazer; Lewis Stone takes the part of the wronged Marquis; Ramon Novarro impersonates young Ivan; and Edith Roberts plays the part of the

CHILD WELFARE.

SINGAPORE SOCIETY.

(Our Own Correspondent.)

Singapore, February 6. A meeting of the Child Welfare Society held last night at Government House was presided over by Dr. A. L. Hoops, Lady Guillemard and Lady Shaw being present. Mr. Boey Kok-leong emphasised that the committee was handicapped by a shortage of funds, and appealed to the Chinese to support the Society and to the Chinese ladies to "come forward and help your less fortunately placed sisters."

SUIT FOR \$200,000.

ACTION BY SINGAPORE BANK.

(Our Own Correspondent.)

Singapore, February 6. The Ho Hong bank sued Thio Keng-tiang and Thio Kim-chuan in two actions before the Chief Justice (Sir W. S. Shaw) to-day, to recover money due for the current account of the chop of Thio Soen-yang. Judgments for \$175,884 in the first action and for \$20,360 in the second, were entered in favour of the plaintiff.

THEATRE ROYAL

FEBRUARY 25th, 26th, 27th and 28th

THE HONGKONG A.D.C.

Will present the Great Farceal Comedy

"FRENCH LEAVE"

Booking Open at ANDERSON'S, MONDAY, 9th inst.
BOOK EARLY.

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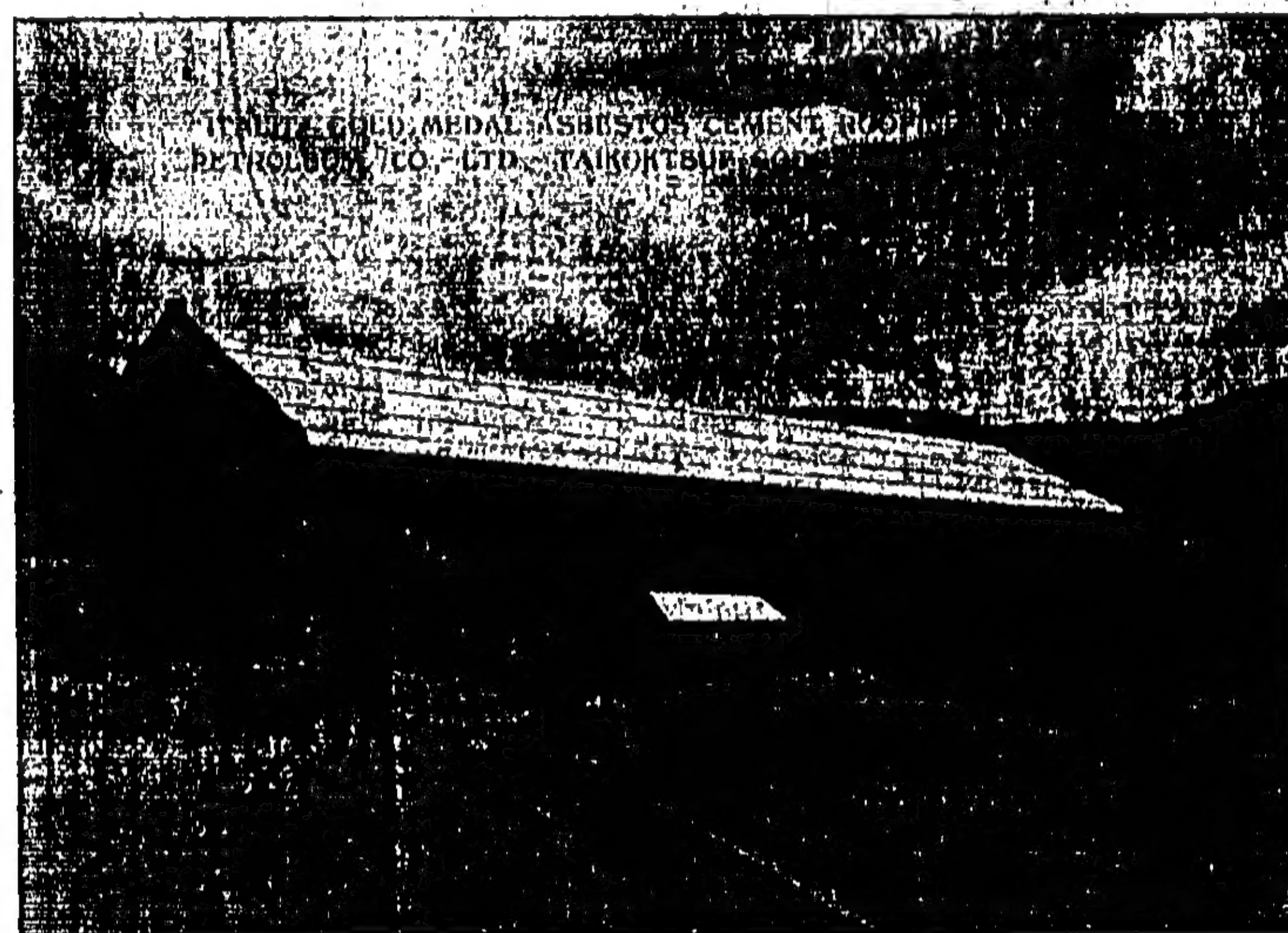
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Dresses

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Hats

in the latest

PARIS STYLES

An opportunity to secure distinctive apparel for the forthcoming Races at attractive prices.

MADAME FLINT

NEW ADVERTISEMENTS.

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ADVERTISEMENTS

25 WORDS—

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\$1.50 if not prepaid }

State, if Box, No. is required

WANTED.

WANTED, by local shipping office, experienced Chinese assistant as soon as possible. Application, with copies of testimonials, c/o Box No. 1274 "Hongkong Telegraph."

WANTED, by local shipping office, experienced Chinese stenographer, as soon as possible. Application, with copies of testimonials, c/o Box 1275 c/o "Hongkong Telegraph."

WANTED—Chinese Manager required by European firm for branch office at Canton. Apply stating references, Box 1277 c/o "Hongkong Telegraph."

TO LET.

STORAGE Space on Marine Lots with Godowns and Chinese House to let from 31st December. W. S. Bailey, Kowloon Bay.

TO LET—From April, newly built, two and four roomed flats. Electric lights, baths, and flush system. Also one three storied house for Office, Silk Godown, and residence. Apply, E. R. Mogra, 25, British Consulate, Shamoon.

PRIVATE BOARD RESIDENCE, quiet, BRITISH HOME, next door new hotel, 1, Victoria Gardens, Kowloon.

TO BE LET—For 7 months from April 1st No. 30 Lugard Road, The Peak. Furnished Bungalow. Modern sanitation. Apply T. E. Pearce, c/o John D. Hutchinson & Co.

FOR SALE.

FOR SALE—KELLET MAJOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Voeux Road Central.

FOR SALE—One Hudson Speedster in A.1 condition 5 Tyres all new two Balloons. Now top and seat covers also set of tools. Trials can be arranged. Price \$1,800 or nearest offer. Apply Box 1276 c/o "Hongkong Telegraph."



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ODASCHEAM

Let the only preparation on the market which by adding to the shaving water makes the shaving easy and is palliative. It has the effect of opening pores and removing impurities, rendering the skin capable of the fairest complexion it can produce. Its constant use in water means defence to any skin infection. It is only 75 cents per bottle from Chemists and Stores. A few drops in water is beneficial and pleasant.

Wholesale Supply

James H. Backhouse, Ltd.

10, Des Voeux Road.

NOTICE.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

Notice is hereby given that an Extraordinary General Meeting of Members will be held in Queen's College on Friday, February 13, 1925, at 5.30 p.m. for the purpose of:

(1) electing a Vice-president.
(2) considering and, if thought fit, passing the following resolutions as Extraordinary Resolutions, that is to say:—That the following Clauses be added to Rule 7 of the Constitution:—

(a) In the event of the President and/or Vice-president declining to serve after election at the Annual General Meeting of the Association or for any cause whatsoever, an Extraordinary General Meeting of the Association shall be convened to fill such vacancies.

(b) In the event of any of the Officers of the Association other than the President and Vice-president declining to serve after election at the Annual General Meeting of the Association or for any cause whatsoever, the General Committee shall have the power to elect any member of the Association to fill such vacancies.

By order of the General Committee,
C. G. ANDERSON,
Hon. Secretary.
Hongkong, February 5, 1925.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

MR. W. S. Brown has retired from this Company as from to-day, and Mr. Frederick Harry Crapnell has been appointed Acting Secretary to the Company. By order of the Board of Directors,
B. D. F. BEITH,
Chairman.
Hongkong, 7th February, 1925.

G. R. WAR DEPARTMENT CONTRACTS.

SEALED Tenders will be received at the office of the R.A.S.C., Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock noon on TUESDAY, 3rd March, 1925, for the supply of 2,000 bags of Flour for delivery about the first week in April, 1925, direct ex ship to the R.A.S.C. Supply Stores, Queen's Road.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily, Sunday excepted.

"ST JOAN".

IN AID OF
ST. PAUL'S CATHEDRAL
RESTORATION FUND

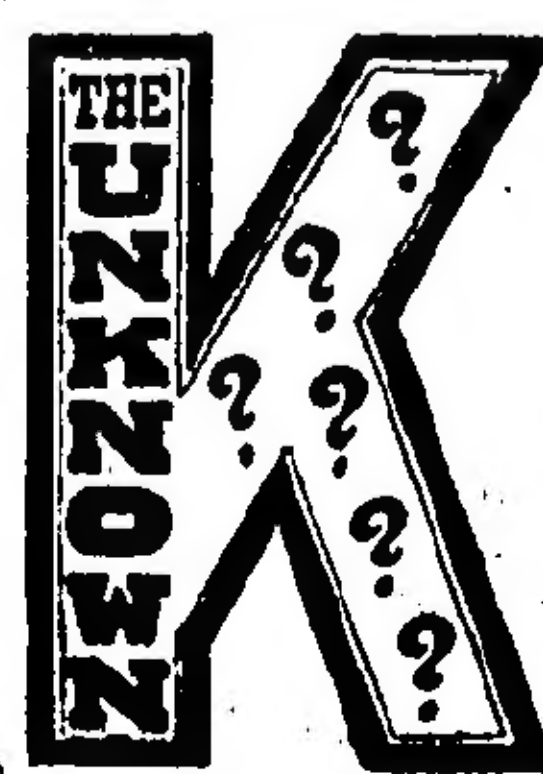
(OLD ST. PAUL'S)

PATRON

H. E. Sir REG NALD
EDWARD STUBB, K.O.M.G.,
AT THE THEATRE ROYAL
on MONDAY, February, 9th
at 9 p.m.

Advance Booking is now proceeding at Messrs. Anderson's Public Booking opens on MONDAY, 9th, inst.

Advance Tickets are obtainable at Messrs. Anderson's at \$4. each.



Other Notices appear on page 16

NOTICE.

A HOME WITHOUT A MOTHER is sad enough, but to be—
A MOTHER WITHOUT A HOME is much worse.

The thoughtful father could have provided that home had he acted in time and applied for an insurance policy.

Sun Life Assurance Co.
of Canada,
King's Building, Hongkong.
F. M. Weller,
Manager.

NOTICE.

MEMBERS OF THE HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—

A. H. Carroll Harry O. Odell
M. A. Razack Soo Poi Shao
J. W. Kow W. J. Carroll
O. Kitchell P. M. Hodgson
Yip Yung Pak M. P. Lo
F. M. L. Soares Lau Tak Po
H. E. Edwards A. A. Lopez
J. F. Gross F. X. d'Almeida
V. Yvanovich Remedios
A. P. Gravoes Jack Bohar
H. M. H. Esmail G. A. Harriman
Soo Kon Chi Soo Pui Chen
By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Bonjamin, V. Olson, C. W.
Birkett, H. Postonji, R.
Cox, M. J. Potts, Geo, H.
Croucher, N. V. A. Potts, P. C.
Ellis, F. M. Raymond, E. M.
Gould, Joseph, Silva, P. M. N. de
Gutierrez, A. A. Smyth, F. R.
Lammert, Geo. A. Toster, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

AS, during the North-East Monsoon there is always a possibility of North-bound steamers running short OF BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are retransmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COALBUNKER" AMOY, will receive their prompt attention. Bentley's Complete—Phrase Condensed.

NOTICE.

THE BANK OF EAST ASIA, LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10 Des Voeux Road Central, at 3 p.m. Saturday, Feb. 14th, 1925, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1924. The Transfer Books of the Company will be closed from Saturday, 7th February to Saturday, 14th February, 1925, both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
KAN TUNG PO,
Chief Manager.
Hongkong, January 31, 1925.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of the shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday, the 21st February 1925, at 11.30 a.m. for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1924. The Register of shares of the Corporation will be closed from Monday the 9th February to Saturday the 21st February 1925 (both days inclusive) during which period no transfer of shares can be registered.

By Order of The Court of Directors,
A. H. BARLOW,
Chief Manager.
Hongkong 2nd February, 1925.

RAJAB ABDULL CURRIEM, DECEASED.

ALL Persons having claims against the Estate of the above named deceased are requested to send particulars of their claims to the undersigned Solicitors for the Executors, before the 28th February, 1925.

DEACONS,
1, Des Voeux Road Central, Hongkong.

THE PEAK HOSPITAL.

AS from 1st February, 1925, and until further notice, rates of admission to the Peak Hospital will be increased to:—
\$10.00 per day...First Class
\$ 5.00 per day...Second Class
Medicines, Dressings and Drugs, &c., extra as heretofore.

T. A. MARIN,
Secretary and Treasurer.
Hongkong, 4th February, 1925.

FORTHCOMING AUCTION SALES

CHINA AUCTION ROOMS.

China Building, Ground Floor.

If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS, E.V.M.R. de SOUSA, Auctioneer, Tel. C. 4453.

By Order of the Mortgagees.

PARTICULARS & CONDITIONS OF SALE

of the Leasehold Properties situate at Kowloon in the Colony of Hongkong and known as Nos. 1, 2, 3, 4, 5, 6, 7, and 8 Aimal Villas to be sold by PUBLIC AUCTION IN 8 LOTS on WEDNESDAY, February 25, 1925, at 3 p.m. by Mr. E. V. M. R. DE SOUSA, Auctioneer, At the China Auction Rooms, China Building.

PARTICULARS.

Lot 1. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section A of K. I. L. No. 1172, together with the message thereon known as No. 1, Aimal Villas.

The area is 5293 sq. ft. or thereabouts and the Crown Rent payable is \$21.25.

Lot 2. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section B of K. I. L. No. 1172, together with the message thereon known as No. 2, Aimal Villas.

The area is 4025 sq. ft. or thereabouts and the Crown Rent payable is \$16.20.

Lot 3. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section C of K. I. L. No. 1172, together with the message thereon known as No. 3, Aimal Villas.

The area is 3892 sq. ft. or thereabouts and the Crown Rent payable is \$16.65.

Lot 4. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section D of K. I. L. No. 1172, together with the message thereon known as No. 4, Aimal Villas.

The area is 3876 sq. ft. or thereabouts and the Crown Rent payable is \$15.55.

Lot 5. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section E of K. I. L. No. 1172, together with the message thereon known as No. 5, Aimal Villas.

The area is 4002 sq. ft. or thereabouts and the Crown Rent payable is \$16.10.

Lot 6. All those pieces of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as R. P. of K. I. L. No. 1171 and R. P. of K. I. L. No. 1172, together with the message thereon known as No. 6, Aimal Villas.

The area of R. P. of K. I. L. No. 1171 is 6763 sq. ft. or thereabouts.

The area of R. P. of K. I. L. No. 1172 is 62 sq. ft. or thereabouts.

The Crown Rent in respect of the R. P. of K. I. L. No. 1171 is \$27.45.

The Crown Rent in respect of the R. P. of K. I. L. No. 1172 is \$0.25.

Lot 7. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section B of K. I. L. No. 1171, together with the message thereon known as No. 7, Aimal Villas.

The area is 6076 sq. ft. or thereabouts and the Crown Rent payable is \$24.45.

Lot 8. All that piece of ground situate at Kowloon aforesaid and intended to be registered in the Land Office as Section A of K. I. L. No. 1171, together with the message thereon known as No. 8, Aimal Villas.

The area is 7791 sq. ft. or thereabouts and the Crown Rent payable is \$31.10.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 12th, Feb. 1925, commencing at 2.40 p.m. at No. 25, Humphreys' Buildings, Kowloon.

A Quantity of Valuable Household Furniture.

Comprising—
Chesterfield Couch and Arm Chairs (Grosvenor Covers) Curio Cabinet, Bookcases, Folding Card Table, Lady's Desk, Fenders, Tables, Brass Ornaments, Pictures, Engravings, Carpets, Rugs, etc.

Teak Extension Dining Table, Chairs, Teak Sideboard with Bevelled Mirror, Dinner Wagon, Dinner Set, Tea Set, Glass Ware, etc.

Teak Double Bedstead, Teak Double and Single Wardrobes with Glass Door, Dressing Table, Marble Top Wash Stand, Chest of Drawers, Toilet Set, etc., etc. (Most of the Furniture by Powell & Co., Ltd.)

also
A Quantity of Blackwood Ware One White Frost Refrigerator and On View from Wednesday the 11th February 1925.

Catalogues will be issued. Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 9th Feb. 1925, commencing at 11 a.m. at their Sales Room, Duddell Street.

200 Pieces Felt Lengths and 15 Gentlemen's and Lady's Rain Coats.

On View on Day of Sale. Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

All the above properties are held for the residue of the term of 75 years from January 22, 1906, created by the two Crown Leases both dated September 22, 1908, with a right of renewal for a further term of 75 years as therein provided.

Any purchaser has the option to borrow from the Vendors at the time of completion any sum not exceeding 75% of his total purchase money upon executing a first mortgage of the lot purchased by him to secure the amount so borrowed with interest at the rate of 8% per 12 lunar months in accordance with the terms stated in clause 6 of the Conditions of Sale.

For further particulars and Conditions of Sale apply to Solicitors, Messrs. LO AND LO, or to Mr. E. V. M. R. DE SOUSA, Auctioneer, China Building, Hongkong, February 5, 1925.

A. B. C. AUCTION ROOMS,

8B, Duddell Street.

Furniture Auctions EVERY

Tuesday and Friday.

L. E. S. HODGE, Auctioneer.

PENINSULA AUCTION ROOM.

PALACE HOTEL ANNEXE
39, Haiphong Road, Kowloon.

By Order of the Mortgagees PARTICULARS AND CONDITIONS OF SALE

of the Valuable Leasehold Properties situate at

Victoria in the Colony of Hongkong and known as

Subsection 1 of Section B of Inland Lot No. 797, Section E of Inland Lot No. 797 and The Remaining Portion of Inland Lot No. 797 together with all Buildings thereon, known as Nos. 25, 27, 29, 31, 33 and 35 Water Street and No. 11 Kuei Yan Lane

to be sold by PUBLIC AUCTION on

MONDAY, the 23rd day of February 1925 at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong

by Messrs. LAMMERT BROS., Auctioneers.

For further particulars and conditions of sale apply to Mr. H. K. WOO, Mortgagees' Solicitors, Bank of China Building, 4, Queen's Road, C.

or to Messrs. LAMMERT BROS., The Auctioneers, Duddell Street, Hongkong, 3rd, February, 1925.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various sizes. These may be seen at No. 5 Duddell Street.

LAMMERT BROS., Agents.

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to Ground Floor of China Building, (facing Queen's Theatre)

C. E. WARREN & CO., LTD. Sanitary Engineers. Hongkong, 1st February, 1925.

7th, Feb. 1925.

Coupon

"Telegraph" Motor Car Competition.

In every issue of the "Telegraph" up to and including April 25th, 1925, there will appear a skeleton word from which the consonants have been omitted. Competitors are required to fill in the blanks; and for every correct coupon sent in they will be credited with one point. The competitors having the highest totals when the Competition ends will be awarded prizes as follows:—1st, a Five-Passenger 1925 Dodge motor car; 2nd, a magnificent Victrola cabinet gramophone; 3rd, a No. 5 Model Underwood typewriter.

TO-DAY'S SKELETON WORD:—

	E	E	
--	---	---	--

 (Five letters)

(Fill in the missing letters in the blank squares)

I agree to abide by the rules and conditions set forth in the full-page advertisement appearing in the "Hongkong Telegraph" of Dec. 27th, 1924.

Name

Address

This coupon must be forwarded to the offices of the "Hongkong Telegraph," 11, Ice House Street, not later than Wednesday, February 11th, 1925.

STAR THEATRE

SUNDAY, February 8, 1925 at 9.15 p.m.

THE WORLD RENOWNED QUARTETTE.

PROGRAMME.

- | | | |
|--------------------------|---------------------------------|------------------|
| 1. ARIA | E. Lucevan La Stelle (La Tosca) | Puccini. |
| HERBERT CAVE. | | |
| 2. VIOLIN SOLO | (a) Ave Maria | Schubert. |
| | (b) Zapatando | Sarasate. |
| MELSA. | | |
| 3. PIANOFORTE SOLO | Scherzo in B Flat Minor | Chopin. |
| DOROTHY DAWSON CAMPBELL. | | |
| 4. SONGS | (a) All my very own | B. M. Hope. |
| | (b) Once in a Dreamland | Kennedy Russell. |
| HERBERT CAVE. | | |

INTERVAL.

5. Final Movement from Violin and Pianoforte Sonata Cesar Franck.
MELSA AND DOROTHY DAWSON CAMPBELL.

6. SCENA ... Rimplanto ... Toselli.
HERBERT CAVE.

7. VIOLIN SOLO ... (a) Caprice Viennois ... Kreisler.
... (b) Rondo ... Bassini.

8. PIANOFORTE SOLO ... Liberastrance ... List.
... Spanish Dance ... Albeniz.

DOROTHY DAWSON CAMPBELL.

Prices: \$3, \$2 & \$1. Booking at Montie's.

CONSIGNEES.

NOTICE TO CONSIGNEES.

DOLLAR STEAMSHIP LINE.

Cargo x "Harold Dollar" The Steamship which arrived from New York, via ports, on "Pres. Hayes" on February 2nd. 1925 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Feb. 7th. 1925, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Feb. 9th. 1925, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE,
4, Des Vaux Road,
Hongkong, 3rd. February, 1925.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP
COMPANY, LTD.,
and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer
"PATROCLUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 5th February.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th. Feb., 1925 will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th. February, 1925 or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
5th. February, 1925.

FOR SALE, Etc.

IT AFFECTS YOU SEE

ODASCHEAM

Advertised on page Four

NOTICE.

HONGKONG JOCKEY CLUB.

An Extraordinary General Meeting of the Club will be held in the Jockey Club Room, Hongkong Club Annex on TUESDAY February 10th 1925, at 5.30 p.m. for the purpose of confirming the resolutions passed at an Extraordinary General Meeting held on 22nd January, 1925.

By Order,
C. B. BROWN,
Secretary.

C. E. WARREN & CO., LTD.
SANITARY ENGINEERS, etc.

OFFICE & SHOWROOM } China Building,
Queen's Rd., C.
TEL. C. 269. } Hongkong.

Sanitary Goods,
Fire Grates,
Cooking Stoves,
Floor & Wall Tiles.

ESTIMATES FREE FOR
HEATING INSTALLATIONS,
HOT & COLD
WATER SYSTEMS, etc.

THE
GONDOLIERS

VOCAL SCORE

\$3.50

LIBRETTO

\$0.65

AT

ANDERSON'S

MASSAGE

Mr. N. AKAJI
Mrs. E. AKAJI

Institute at Taiyoo Docks
School
No. 8 Queen's Rd., C. Phone C 4375

NOTICE.

TRUE TONE

is not only pleasant
to hear but is important
to beginners, who
will learn more rapidly
by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

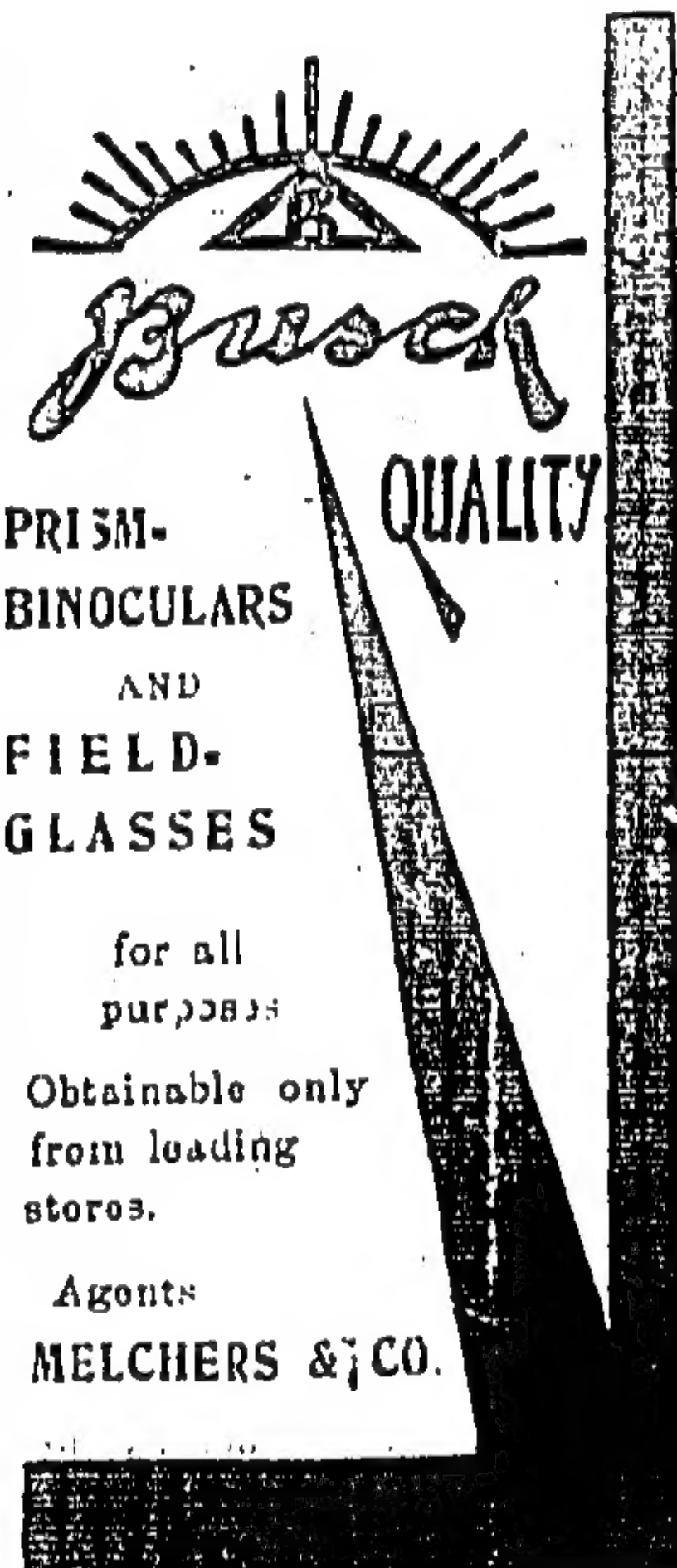
THE
MORRISON
PIANOS

Let us show you at

TSANG FOOK
PIANO CO.

84a. Wanchai Road.

Telephone No. Central 2127



PRISM-BINOCULARS
AND
FIELD-GLASSES

for all purposes
Obtainable only
from leading
stores.
Agents
MELCHERS & CO.

BRITISH "REDS."

Rebuff by Congress Council.

The General Council of the Trades Union Congress at its meeting recently considered communism in two of its aspects—ono foreign, the other domestic. It was an emergency meeting arranged to give the Council as a whole the opportunity to meet the half-dozen of its members who formed the delegation to Russia. There also came up for consideration an invitation from the Minority Movement—the Communist organization that is burrowing inside the trade unions—to the Council to send representatives to an international trade union unity conference next month. The delegation to Russia undertook, while in Moscow, to endeavour to establish a joint committee with the Russian Communists to work for international unity. The General Council has now voted the idea of joint action in the same cause with the Communists in England.

It was the only possible decision consistent with the maintenance of trade union organization on traditional British lines, declares the Times Labour correspondent. The leaders of the movement are told, in effect, that there is but one body representative of the trade unionism of England, and that body is the Trades Union Congress, of which the General Council is the executive committee. The General Council does not recognize the Minority Movement as an organization with which it can have dealings. It would seem that it is one thing for a half-dozen members of the Council to "fraternize" with Communists "as far away as Moscow is," and quite another thing to fraternize with Moscow's revolutionary agents in the trade unions here.

GLISH GIRLS FINED.

Dorothy's Husband Pays for
Customs Evasion.

New York, Dec. 26.—The Glish sisters, Lillian and Dorothy, of motion picture fame, were reported to-day as the principals in the latest seizure of imported jewellery by inspectors of Customs in which a \$12,900 penalty has been paid to the Federal Government.

This is the third instance in a month in which prominent women bringing in jewels from Europe have paid penalties. The first victim was Mrs. J. S. Bacho, who paid \$26,000 and the second was Mrs. Irving L. Bloomington, who has paid half of the \$120,000 imposed upon her.

Customs men were reticent, but it was established that the violation in which the Glish sisters were involved last month when they returned with their mother on the Olympic. It could not be learned in whose baggage the jewels were found, but it is known that James Bonnie, husband of Dorothy Glish, had paid the fine. He declined to discuss the matter to-day.

LOVE OF ANIMALS.

Mr. Galsworthy on Debt to them.

A foreword in the programme of the annual fair, held at Church House, Westminster, recently, of the National Council for Animals' Welfare Week, was by Mr. John Galsworthy, who wrote:—

"I have observed that before men can be gentle and broad-minded with each other, they are always gentle and broad-minded about beasts. These dumb things, so beautiful—even the plain ones—in their different ways, and so touching in their dumbness, do draw us to magnanimity, and help our hearts to grow. No; I don't think I exaggerate. Most surely I don't want to; for there is no disservice one can do to all these helpless things so great as to ride past the hounds, to fly so far in front of public feeling as to cause nausea and reaction. But I feel that most of us, deep down, really love these furred and feathered creatures that cannot save themselves from us—that are like our own children, because they are so helpless; that are in a way sacred, because in them we watch, and through them we understand, those greatest blessings of the earth—Beauty and Freedom. They give us so much; they ask nothing from us. What can we do in return but spare them all the suffering we can?"



SPECIAL WINDOW SHOW OF

TRAVELLING
REQUISITES

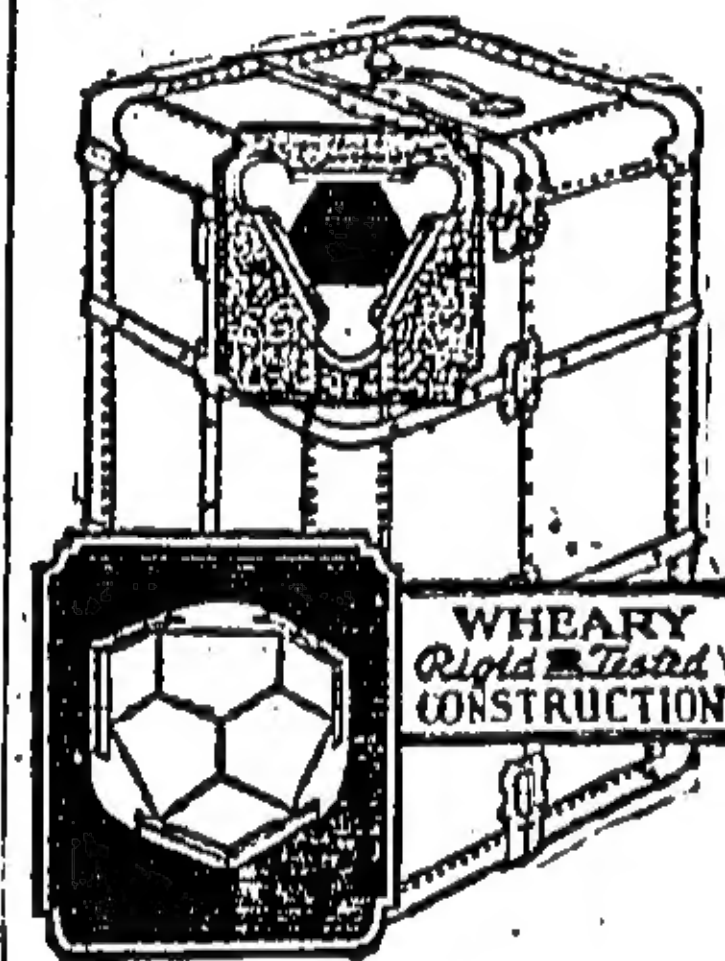
THE WARDROBE TRUNK answers the requirement of the constant traveller and also the one who makes occasional trips. Because of its compactness and ingenious drawer arrangements it has great carrying capacity, and utmost convenience in packing.

AMERICAS
FINEST



WARDROBE
TRUNKS

This mark always identifies the genuine Wheary Cushioned Top Wardrobe. It is the mark of quality in the trunk field—an unfailing guide to the best standards in wardrobe trunk manufacture.



"WHEARY BURGE"

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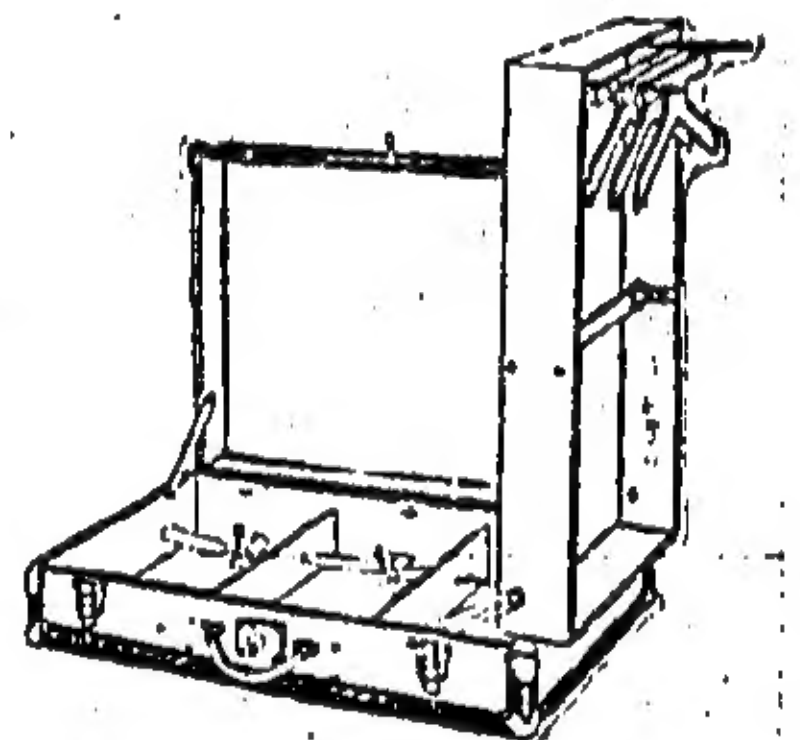
"BAL" WARDROBE

TRUNKS

Stocked in all sizes.

Price from.....\$95.00

ENGLISH and AMERICAN
CABIN TRUNKS

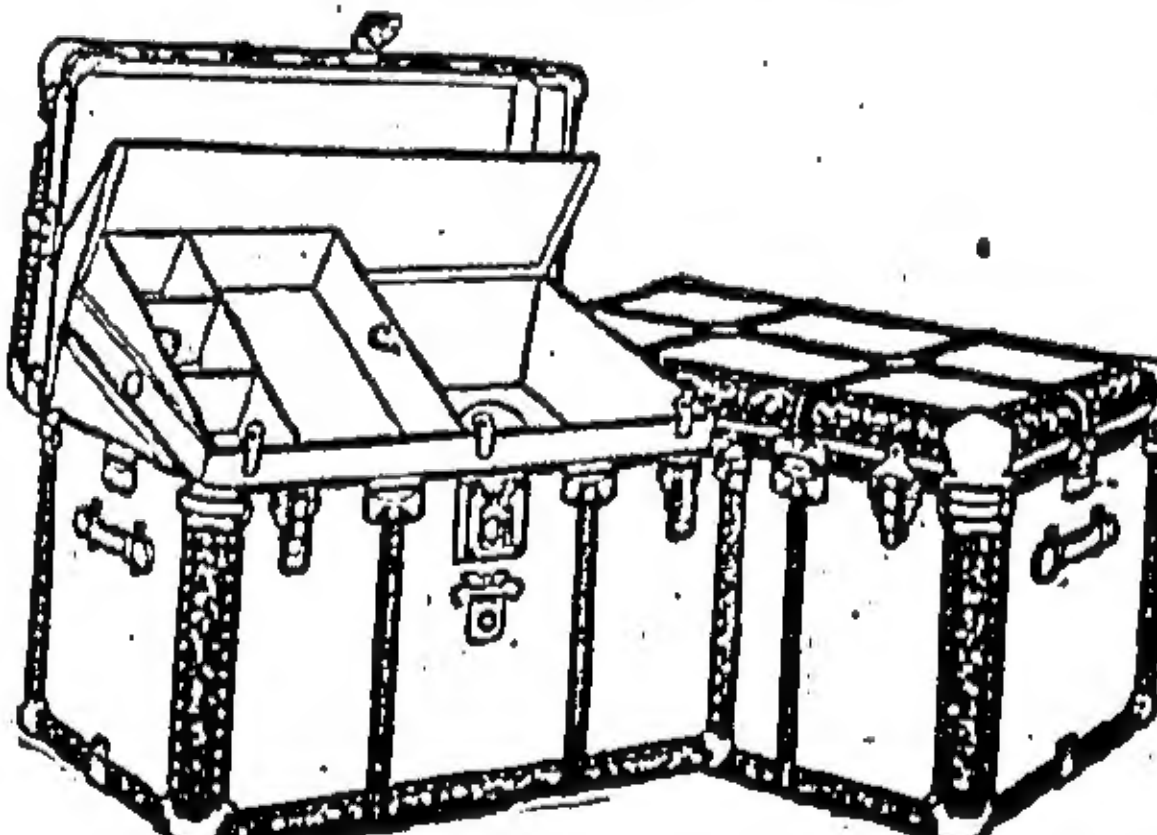
TRAVELLING
RUGS

made by the
Jaeger Co. in Pure Wool

and also
Scotch and Witney.

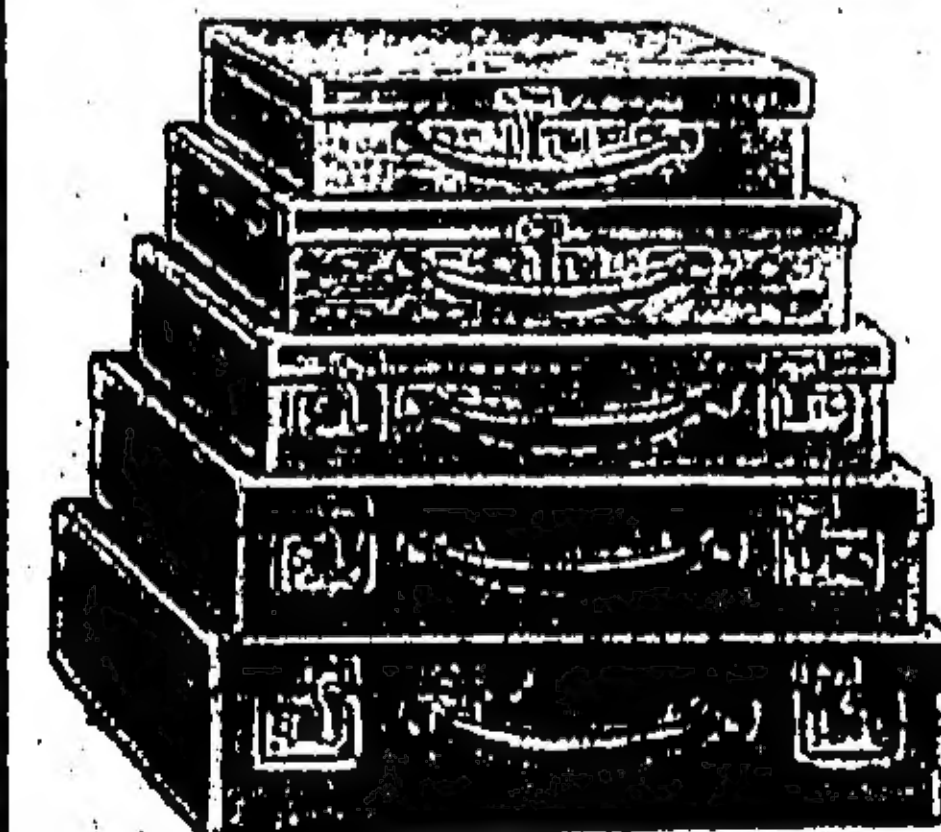
Rugs in many colourings.

Price range from
\$14.50 to \$75.00



Price from.....\$32.50

SUIT and ATTACHE CASES



Sizes—10" 12" 14" 16" 18" x 3 1/2" to 4" deep.
20" 22" 24" 26" 28" x about 7" deep.

WRITING CASES and FOLIOS

KIT BAGS

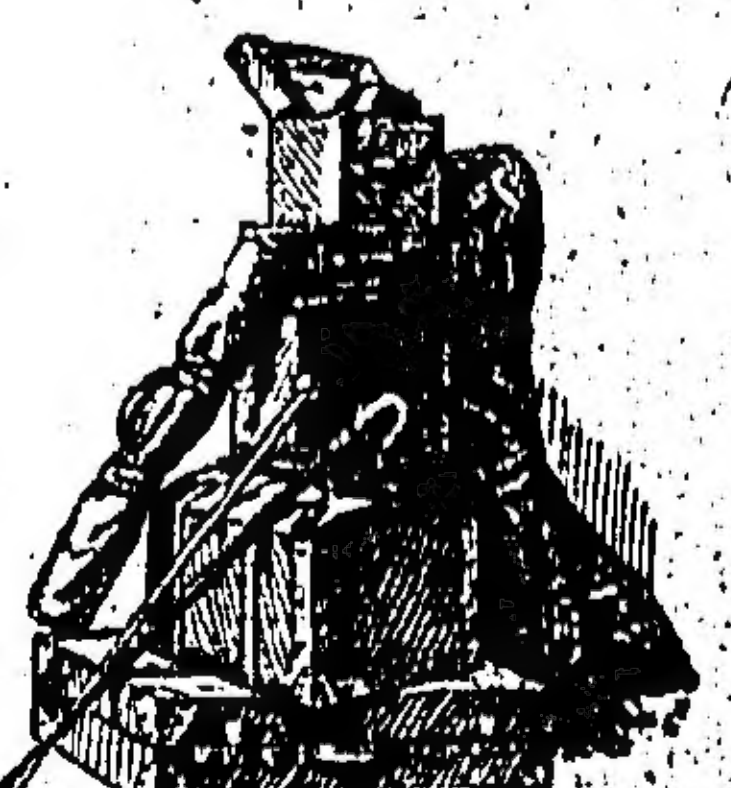
BRIEF BAGS

SOILED LINEN BAGS

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FITTED CASES

HAIR and CLOTHES BRUSHES.



You should see this display at

Wm. POWELL, Ltd.

Gentlemen's Department.

HONGKONG HOTEL BUILDINGS

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

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DEPTH ON CENTRE OF

SEA ON W.O.S.T. 24 FT. 6 INS.

—THREE SLEWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

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BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

Seasonable Remedies and Preventives

WATSON'S
PECTORAL COUGH BALSAMFor Coughs, Colds and Bronchitis, in bottles
\$1.00 and \$1.75**ANTISPECTIC THROAT PASTILLES**

For Relaxed and Sore Throat, 50 cents per tin

EUPINE INHALANT

For Cold in the Head, &c., 50 cents per bottle

MARTIN'S INFLUENZA MIXTURE

For Cold in the Head and Catarrh, \$1.00 per bottle

A. S. WATSON & CO., LTD.The Hongkong Dispensary.
Phone C. 16.**NEW**
VICTOR
RECORDS
JUST
ARRIVED.**S. Moutrie & Co., Ltd.**

Victor Distributors.

POULTON NOEL'S**HIGH CLASS**
PROVISIONS.

OXFORD SAUSAGE - - -	20 oz. tin	\$1.40
" " - - -	10 " "	75
POTTED MEATS - - -	per glass	40
SLICED COOKED HAM -	" tin	1.45
BATH CHAPS - - -	each	2.10
GALANTINES - - -	tin	2.25

WE HAVE JUST RECEIVED
ALSO A CONSIGNMENT OF**GENUINE YORK HAMS**

and

ENGLISH CHEDDARS

HAMS - - - - -	per lb.	\$1.40
CHEDDAR - - - -	" "	1.20

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Lane, Crawford Ltd.**The**
New
Remington
Portable
TypewriterA marvel of compactness
Fits in a case 4" high
Has Standard Keyboard
No shifting for figures.**MUSTARD & Co.**

17, Connaught Road Central

Tel. C 1180.

Mr. & Mrs. W. L. Leask
P.P.C.**BIRTH.**

WEALL. - At Haytor, 301, Peak, Hongkong, on Saturday, 7th February, to Mary, wife of T. G. Weall, a daughter.

DEATHS.

PLUMMER. - Died in London on 6th. February, John Isaac Plummer, M.A., late of the Royal Observatory Kowloon, aged 80 years. (By Cable).

ALVES. - At 41 Granville Road, Kowloon on February 6th, Andronico Maria Alves. The funeral will pass the Monument to-day at 4.15 p.m.

The Telegraph.

HONGKONG, 7th Feb., 1925.

HISTORY REPEATS ITSELF.

Once again a conflict is proceeding to decide who shall be masters in Canton. After a considerable period of inactivity, General Chan King-ming is in the field and he appears to have at last made up his mind to attempt to wrest power from the hands of the present regime in the southern capital. As to the fortunes of the conflict, it is as yet too early to say anything definite. Each side, as is customary in Chinese warfare, is claiming successes, but with operations only just launched it would be premature to express any opinion as to the final outcome.

The people of Canton, we are told, are not evincing any great interest in the tussle, save only from the standpoint as to how they are likely to be affected by the actual hostilities. That is quite understandable. We can well appreciate their outlook. They have had little else but a succession of wars for the past decade, and all they want now is peace and quietude so that they go about their avocations without let or hindrance. The wonder to us has always been that Canton manages to come through these periodic upheavals as it does, still able to carry on its trade and commerce and to show little outward signs of exhaustion. We realise, of course, that a much bigger volume of trade would be handled were conditions absolutely normal, and it is for

this reason that Chinese and foreigners alike yearn for final and lasting peace.

Those recurrent trials of strength between military factions are bad for everybody concerned. Canton has had far more than its due share thereof, and we know that we are expressing general opinion when we say that we trust there will be an early end to the present military activity. Neither Chinese nor foreign business interests concern themselves in the question of who will come out on top. All they want to see in Canton is a strong, stable, efficient and just administration, no matter who heads it. Until that is assured, there will always be a danger of fresh trouble breaking out.

Chinese Book-Keeping.

An issue which has been pending for about two years is at length decided, subject to possible revision by the United States Supreme Court, with a ruling in favour of the law which is designed to compel Chinese firms in the Philippine Islands to keep their accounts in the English, Spanish or some native language.

The object of this measure is not clear, and it is possibly aimed at discriminating in favour of local businesses. Nevertheless it is likely to impose great hardships on traders whose business is entirely of a Chinese character, and to whom the innovation of specially-trained accountants in order to keep to the new law will be troublesome and quite conceivably distasteful. To some extent it becomes a matter of interfering, according to the Chinese mind, with "old custom," and as such a matter calling for protest on the part of those affected. We recollect in this connection the trouble which the authorities in the Straits Settlements had when they introduced an income tax, necessitating the keeping of accounts in Western style by a number of Chinese firms. In the end the "chops" were permitted to have very much their own way, with the result that the investigators were not always able to tell whether they were getting accurate returns. The main protest by the Straits Chinese traders was, however, directed against the prying into their books and methods of business, which they feared would result in some of their business secrets coming into possession of rival concerns.

The Races.

The date for the opening day of the Colony's big annual race meeting draws nearer, and we already see the signs of a certain liveliness about the place. Apart from the training, and the natural speculation as to various chances, there is the added interest of what is likely to constitute a "record" meeting owing to the unprecedentedly big entry, including that for the local Derby. Sweepstakes are in full swing at various clubs, hopes are presumably high in various hearts, and yet again much money is to change hands—possibly even more than the huge total which, it will be recalled, we gave prominence to in a special article last time the big meeting was held. Well, let no-one cavil at this annual flutter, this occasion of innocent pleasure and finesport. To some it is going to be a holiday to others—including, we observe, certain of the legal fraternity—it will mean the usual work to the officials responsible for the meeting, and to ourselves, it will be extra effort. But to all it should be a relaxation from the daily routine of the year, even if it be only by perusal of the lists of winners and lottery figures. One point that might be specially mentioned is the promise of new talent in the saddle. There has been a complaint as to the dearth of new riders, but we understand that several men have come forward, and Shanghai is contributing as well (we gave the names of two jockeys from the North yesterday), so an added interest will be lent to the meeting and the chances of good sport enhanced.

The Harbour Master notifies that a new horizontal horn has been fitted to the diaphone at Waglan Island and masters of ships are requested to report to the Harbour Master bearings and distances this signal is heard.

DAY BY DAY.**DEATH IS THE CROWN OF LIFE.—Young.**

Sir Edward Pearce returned to Shanghai by the Empress of Russia.

The name of the China Pacific Steamship Co., Ltd., has been struck off the register of companies.

Mr. F. H. Crapnell has been appointed acting Secretary of the Hongkong and Kowloon Wharf and Godown Company.

The silk which left here by the P. & O. s.s. Macedonia on the 10th January was delivered in Marseilles on the 6th February, a transit of 27 days.

It is notified that dogs will be destroyed and the remains, bedding, etc., disposed of free of charge at the Kennedy Town and Mau Tau Kok slaughter houses.

Amongst the passengers leaving for Home to-day by the P. and O. liner Moroa were Mr. and Mrs. W. S. Brown, Mr. and Mrs. W. L. Leask, and Mrs. H. A. Cartwright.

His Excellency the Governor has appointed Mr. H. R. Butters to be District Officer, Northern District, New Territories, during the absence on leave of Mr. E. I. Wynne-Jones.

Tenders are being invited for the proposed six-foot widening of the reinforced concrete bridges at Au-tau and Kam Tsin, together with making up and metalling the approaches.

Corpl. H. J. Short and Pte. Noonin, of the East Surreys, who were respectively charged at a District Court Martial yesterday for drunkenness and for striking an N.C.O., were both acquitted.

The silk shipped per s.s. President Madison, which sailed from this port at 10 a.m. on January 10th arrived New York at 3 p.m. February 1st, having been 22 calendar days and 5 hours in transit.

A lecture will be given at the Helena May Institute on Monday, Feb. 9th, at 5.30 p.m. by A. H. Crook, Esq., on "The Shakespeare Bacon Controversy." The Lecture is open to the public.—*Advt.*

It is notified that, at the expiration of three months, unless cause is shown to the contrary, the Lee Hong Steamship Co., Ltd., and the Fu Lee and Co., Ltd., will be struck off the companies register.

His Excellency the Governor has received information from the Secretary of State for the Colonies that His Majesty's Exequatur is being issued to Mr. L. W. Franklin empowering him to act as a Consul for the United States of America in Hongkong.

Miss Carmen Paps, daughter of Dr. Ramon Paps, former president of the Manila Municipal Board, was last Tuesday proclaimed Queen of the 1925 Manila Carnival, after the final counting of ballots had been completed in the presence of a huge throng at the Carnival grounds.

The funeral of the late Mr. R. Earnshaw, who met his death as the result of the recent flying accident, took place at Happy Valley this morning. The coffin was conveyed on a gun-carriage drawn by members of the Police Force, being covered in a Union Jack, whilst the mourners included Mr. Claude Earnshaw, the deceased's brother.

On the 23rd instant, two land sales are to take place at the P.W.D. offices. The first will be New Kowloon Inland Lot 991 (situate at Samshui-po), the area of which is 1,725 square feet and the upset price \$5,175; whilst the second is New Kowloon Inland Lot 971 (situate at Cheung Sha Wan), comprising 24,750 square feet, the upset price being \$18,560.

A gilt-edge cast represents the characters in "Being Respectable," the Warner Brothers Classic of the Screen now being featured at the World Theatre. Topping the list are Marie Prevost, Monte Blue, Irene Rich and Louise Fazenda. Then come Theodore Von Eltz, Frank Currier, Eulalie Jensen, Lila Leslie, Charles French and Sidney Bracey.



Within a very few days, I suppose, we in England shall be going through the quaint annual ceremony of making a lot of good resolutions for the New Year though you out East will already have made yours. Why we go to all this trouble every year I cannot imagine, because it is a well-known fact that the only person who ever kept faith with himself was the man who resolved to make no New Year resolutions. The truth is, the resolutions we make are far too drastic to be carried through successfully. I resolve for instance, to abandon smoking cigarettes, of which I usually smoke 7,000 a year—a resolution impossible of execution, as any cigarette-smoker will confirm. But did I resolve to smoke fewer cigarettes per annum—say, 6,999 instead of 7,000—I should



got home with flying colours. Then, if I continued thus to discipline myself year after year, I should be completely cured of the habit by A.D. 8925. There is much to be said for resolutions made on the instalment system.

"And did you have a very merry Christmas, Tommy?" "Rather, Auntie! I was sick three times."

Purveyors of cosmetics are asserting that ere long and that the fashionable complexion for ladies will be the one with which Nature endowed them. In support of this I hear that several prominent Society ladies have already begun to revert to the skin-deep type of beauty, but are not finding the job an easy one owing to many years' accretion of powder and cream. Take the case of Lady Ratatia Dogfish. With the help of a spokeshave and some sandpaper she at length succeeded in removing her 1924 complexion, only, however, to find 1923's lurking underneath. This she eventually managed to dispose of with a charge of blasting-powder, merely to reveal a fresco of 1922 in a very fine state of preservation. This she contrived to dissolve by liberal applications of strong hydraulic acid, and at present she is employed in delving by means of a rock-drill into a particularly stubborn 1921 complexion, but hopes to strike the reef early next month.

Ladies' spring hats (my Paris correspondent informs me) are to be trimmed with artificial fruit. Not, mark you, just an odd grape or cherry stuck haphazard on the brim, as heretofore, but lavish clusters liberally distributed over the whole edifice. The models exhibited, however, are very expensive, and few ladies, unless they are fortunate enough to be the wives of bricklayers or plumbers, will be able to afford them. Why not, then, O women of Mumbles Head (and elsewhere), go one better and a dozen cheaper by wearing the real thing? Scrape the works out of a melon and you have your foundation. Decorate with a pound of prunes or a tin of pineapple slices, and you have a genuine fruit hat at the cost of eightpence as against as many guineas for the artificial variety.

Of course, the fruit would need to be renewed from time to time, but consider how you would score. Mrs. Gloop, with her Paris model, will be doomed for months on end to wear nothing but apricots. You will have the whole of Covent Garden, to



choose from, and will be able to keep your hat reasonable with rhubarb, pomegranates, pumpkins, gooseberries, bananas, coconuts, and so forth. You will

even be at liberty to adopt vegetables. I have often wondered why no hat architect has yet explored the decorative possibilities of the cauliflower or the Brussels sprout.

A West Country farmer, whose family have recently been increased by sons in triplicate, has decided to call them, respectively, Stanley, David, and Ramsay, after the three political leaders. One can only admire his self-restraint. Most fathers would have called them something unprintable.

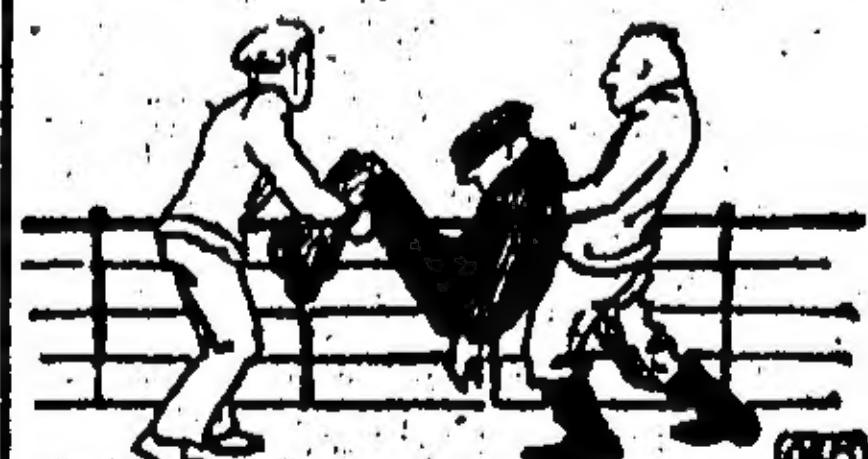
SALUTE TO THE NEW YEAR.
"Welcome the coming, speed the parting guest!"
Has ever been the burthen of our lay,
What time the crippled year has limped away
To join its rude forefathers in the west.
Yet, as we hail you, we would make boast
Ere precedent should grasp you by the hand,
And lead you to ignore the just demand
Which strives for utterance in a nation's breast:
Grant us, we beg, a summer full of sun;
Wipe out the ghastly toll of unemployed;
Ease, too, the lot of all who're out and down;
And, Twenty-five, if, when your course is run,
You'd have us mourn you with grief unalloyed,
Reduce the income-tax to half-a-crown!

Start reading my splendid new serial story to-day, or you will miss it altogether. The present instalment is the last (by general request). Let me, however, just explain for the benefit of the many readers who have written asking when Knock-kneed Knora is coming into the story, that I am afraid she never will. Just after completing the first chapter I heard from her sister, Bandy-legged Bertha, that poor Knora has died of ingrowing wisdom-teeth, and it seemed to me both heartless and unnecessary to drag the girl's antecedents before the public. So there.

KNOCK-KNEED KNORA;
(or, The Girl who took the Wrong Umbrella.)

CHAPTER XLIV.
Slowly, slowly the great liner moved away from its anchor. The voyage had begun. But the fair, frail girl seated in the richly decorated dining saloon eating cold beef and pickles had no regret at leaving England. Ever since the day, ten years before, when she had been thrown on the world with a thump that had shaken St. Paul's Cathedral to its foundations, she had known there nothing but misery and a little conversational French, and it was with a sigh of relief that she eventually rose from the table and left the saloon.

A sudden loud plop as she reached the deck startled her, but she was reassured on learning that its cause was only the dropping of the pilot. She took up a position between the star-board binnacle and the port mainbrace, and let her eyes wander wistfully over the waste white of waters which lay between her and the man waiting for her on



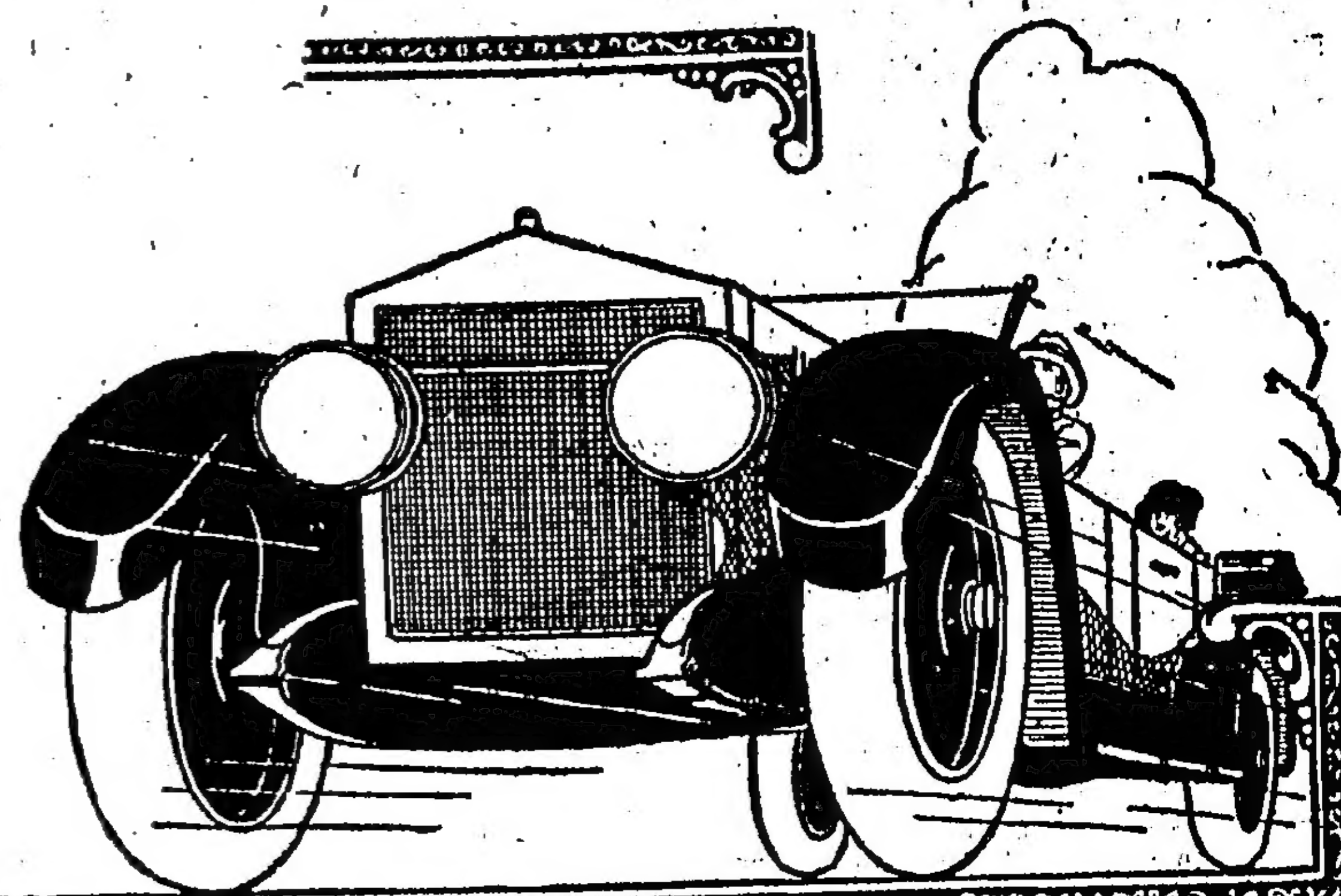
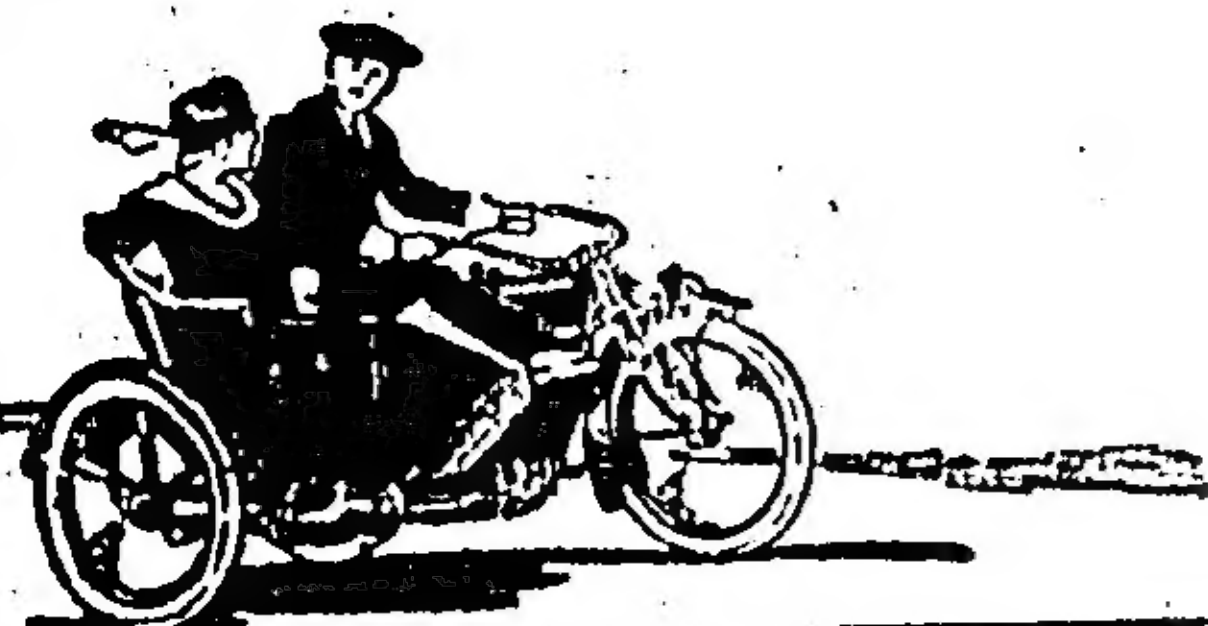
the pier at Chicago. Soon—very soon—the new life would begin; that strange new life on the molasses ranch with Basil Beldardash, where she would awake to the glad notes of the bottomed clam and fall asleep to the lullaby of the laughing jackasses on the prairie.

Her reverie was broken by the harsh clang of the dinner-gong. "More cold beef and pickles," said Charles, starting up eagerly, and with a happy sigh she went below. And there, gentle reader, it would be thankful to leave her. For the sea is getting up, and Charles is a rotten bad sailor.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 7th. February, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

There still appears to be plenty of scope for improvement in traffic control in Hongkong. Occasionally one notices an Indian or Chinese traffic control officer who does exercise intelligence in the performance of the duty, but it has to be admitted that such instances are the exception to the rule. There is no doubt as to the efficiency of the European members of this important department, but it is extremely unfortunate that neither the Indian nor the Chinese constable appears to understand the importance of this work.

If the constable on point duty appears to be uncertain when directing traffic, the driver can hardly be blamed for interpreting signals to suit himself. Until it is thoroughly instilled into the brain of the Indian or Chinese representative of the law that his signals must be quickly and intelligently given, and that all drivers must pay instant heed to his instructions we cannot expect to see present conditions bettered.

It is interesting to note the tendency amongst some manufacturers to reduce the price of their cars. This was particularly noticeable at last year's Olympia, and it is a welcome

sign which is gradually bringing the pleasure of motoring within the means of folk who, hitherto had to rest content with an occasional ride in a hired machine. Not only is the tendency to reduce prices evident, but along with it there is a healthy competition to increase efficiency and supplement equipment. On the local market this is particularly noticeable in the case of Hudson, Essex, and Dodge cars.

One would have thought that the universal "Ford" would have already reached the lowest rung of the price ladder, but even the agent for the famous "Blivver" has announced big reductions. These appear elsewhere in this supplement. Mr. Harper reports good business in South China, and predicts an even greater demand for these popular machines during 1925.

From the Hongkong "Socony" office, we have received a most attractive booklet in colours entitled "Civilisation Awheel," being "An Interrupted History" of transportation up to the present age. We understand that these will shortly be distributed among motorists and others interested.

OUTSTANDING QUESTIONS.

ENDEAVOURING TO SOLVE CONGESTION PROBLEMS.

Two outstanding problems confront motorists to-day. They concern—

1. Traffic.
 2. The motor bus.
- Auto improvements, fuel supply costs, used cars, all are practically lost within the shadow of these two questions. Important as they are in themselves, they do not approach the significance the authorities place on the traffic and motor bus.

Every city in the country, with hardly an exception, is trying to make driving and walking safer. Every state and municipality has the passenger carrying problem to tackle.

So important are these matters that a national conference has been going on at Washington, under the direction of Secretary of Commerce Hoover, in an attempt to alleviate them.

Street railways, railroads, taxicab companies, transportation companies of all kinds are trying to find a way out of a difficulty that, in a way, makes both the traffic and the motor bus situations one combined puzzle.

The traffic tangle presents itself in numerous ways. Narrow streets, poorly designed cities, lack of system, old-fashioned traffic laws, bad roads, are only a few of the subjects that come under this head. It has brought together safety, business and social organizations in an effort to solve it.

Tests have been conducted with all sorts of devices, new systems and any other ideas that seem practicable. Laws have been passed first to slow down traffic in congested districts, then to speed it up everywhere, to as high a rate as safety will permit. All in an effort to dissolve congestion, especially in downtown districts.

Ideas for subways and overhead roads have been formulated. Streets have been widened at enormous cost to cities. Traffic

towers have been put up, more and wider streets created, and boulevard stop laws passed. Yet the traffic accidents go on and engineers continue to search for the ideal system.

RELIEF BY BUS.
The motor bus is coming in faster than ever, in an effort to help solve this difficulty, rather than compete with the street railways, interurbans and steam roads. In fact, it is contended, the motor bus is not being introduced to replace the street car. It is intended as a supplementary means of transportation.

For the relief of traffic congestion, the motor bus helps in bringing down town men and women who otherwise would drive to work. That keeps some potential motorists from increasing the auto density in the business area.

Several railroads and street railway systems have already adopted the motor bus to gain this class of passengers. Others have even gone so far as to abandon short runs in favour of the motor bus. These are only starters in what is expected to become one of the greatest transportation systems in the country.

More intense use of motor busses in cities may, in the end, show motorists a cheaper, safer and less troublesome way to get down town in faster time and with better conveniences than by street car.

MORE PILES PUT ON BALLOONS.

Akron, O.—Some of the large tyre manufacturers, including Goodyear and General, have decided to increase the number of piles in balloon tyres from four to six.

The reason for this is that, after a year's trial, engineers have noticed that four-ply balloons could not stand up as well as others under ordinary highway conditions.

Addition of two piles will reinforce the sidewalls without sacrificing any of the resiliency of the original balloon.

VIEWS OF PROMINENT MANUFACTURERS.

(Special Service to the Hongkong Telegraph.)

Safety



BY THOMAS P. HENRY
President, American Automobile Association.

The year 1924 was good to motorists of the United States. Much was accomplished for their benefit. Essential points in automotive progress include the merger of the American Automobile Association and National Motorists' Association into the new A. A. A.; repeal of war taxes on automobiles; addition of two and one-half millions of motorists, mainly because of state and federal aid in road building; and, the Hoover conference, the beginning of a nation-wide campaign to improve safety conditions for motorists. In retrospect 1924 was a great motoring year, but we look forward with the expectation that 1925 will be even better.

AN INTERESTING TOUR. OVER THE SIMPLON ON A WOLSELEY.

We have received from Mr. F. H. Forshaw the following account of an exciting Alpine tour.

"I started from Sion on the morning of the 29th August last in my 15 h.p. Wolseley car with three other passengers, and luggage for all. Much rain had fallen the previous day, and the sky portended a further fall. On arriving at the entrance to Brigau we found the river swollen in height above the road-bridge, against which firemen were building a barricade with sand-bags to stem the overflow on the road. We returned about two kilometres, and took the old and now little-frequented road built by Napoleon in 1810, on his march of conquest of Italy, and crossed the river by a higher bridge. It was then raining heavily, but we reached the summit (9,335 ft.) of the Simplon without much difficulty. On the descent we had the stone mountain-side on left, with the precipitous depth to the roaring river on our right, and beyond, the towering height of the stone-faced mountain on the other side of the Pass. From every ledge of rock water poured, withal torrential rain. Huge trees were carried along by the river at an almost incredible speed. We passed through gorges cut out of the mountain rock, all of which were badly leaking, and proceeded through many streams flowing across the road. Ever and anon huge pieces of rock came tumbling down the

Busses



BY WALTER C. WHITE
President, The White Motor Company.

The growth of the automotive industry during 1924 was so pronounced that 1925 seems to hold unusual promise. Although there seems to be a public impression to the contrary, the figures establish that the past year's business was the largest, with only one exception, in the history of motor transportation.

Motor busses are making notable steps of progress. Transportation and public service are finding busses indispensable, especially in co-ordination with electric and steam railways. There are now 155 electric rail-ways using some 2000 busses, an increase over the previous year of 55 per cent. in the number of rail-ways and an increase of 152 per cent. in the number of busses. In supplementing all other forms of transportation, busses are providing additional travel facilities for the public and creating a volume of new traffic.

Service



BY HENRY FORD.

I'm an optimist. Why shouldn't I be optimistic about business conditions?

We have money. We have raw products. We have room. We have men. We have ideas and we have people.

Let us expand. Distrust of our destiny, fear of our future should have no place in our minds. Fear should be chucked overboard.

Of course, I am more interested in people than I am in profit. I want the heart of my industry to be service.

RECORD YEAR ANTICIPATED.

HUDSON FORECAST.

The year 1925 looks to be one of the most encouraging seasons the automobile industry ever enjoyed. Values have reached a point which can truly be referred to as phenomenal. Business in general is much improved. Production of automobiles is distinguished by more careful selection of materials and better workmanship, combined with a desire to give more in service and satisfaction to the buyer.

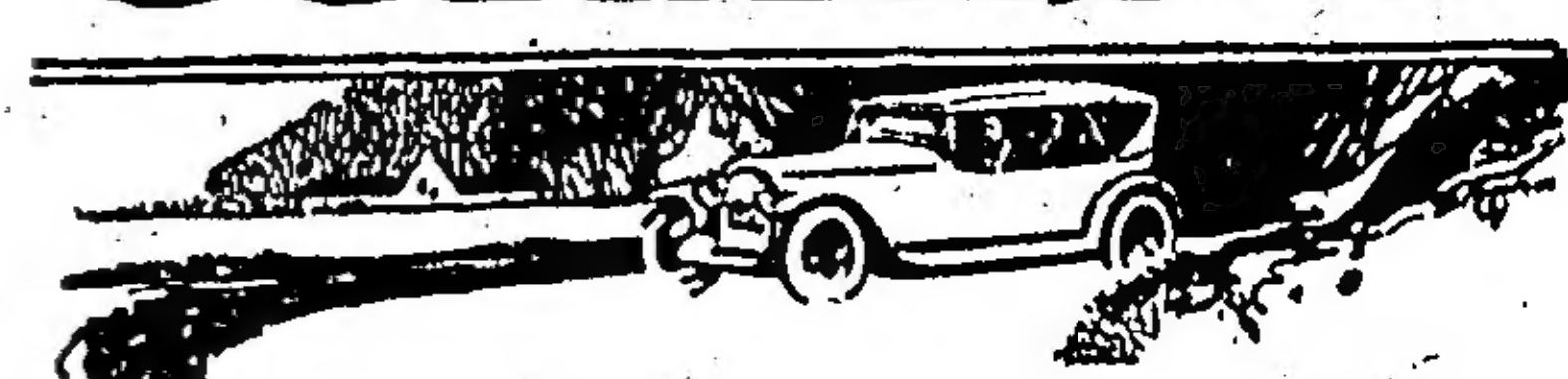
Power plants are improved, body designs are more attractive and more comfortable. Closed cars with their added comfort and utility are growing more popular. Hudson and Essex Coaches are particularly remarkable car closed values.

Much has been accomplished in the building of good roads, broadening the farmer's outlook by getting him to the city and doing the same for the city man by getting him out into the country. The suburban dwellings with their advantages are made more attractive and distributors are preparing themselves to take care of the sales possibilities and to render to the owners the best service possible.

AUTO BODY SCRATCHES.

Body scratches can be eliminated by applying several coats of this shellac until the scratch has been filled. After drying it is rubbed with a chamomile cloth and a little olive oil.

Columbia



Storage Batteries

EVERY bit of the long experience of the world's oldest manufacturer of electric batteries goes into the Columbia Storage Battery.

A Columbia Battery in your car is your assurance of quick starts, bright lights, economy, and continued satisfaction.

We have a Columbia Battery of the proper size for your car, no matter what its make. Let us show it to you.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.
A. J. Allison, Service Manager.

SHELL for reliability and reserve power



EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that light knocking sound termed "pinking."

CORRECT STARTING.

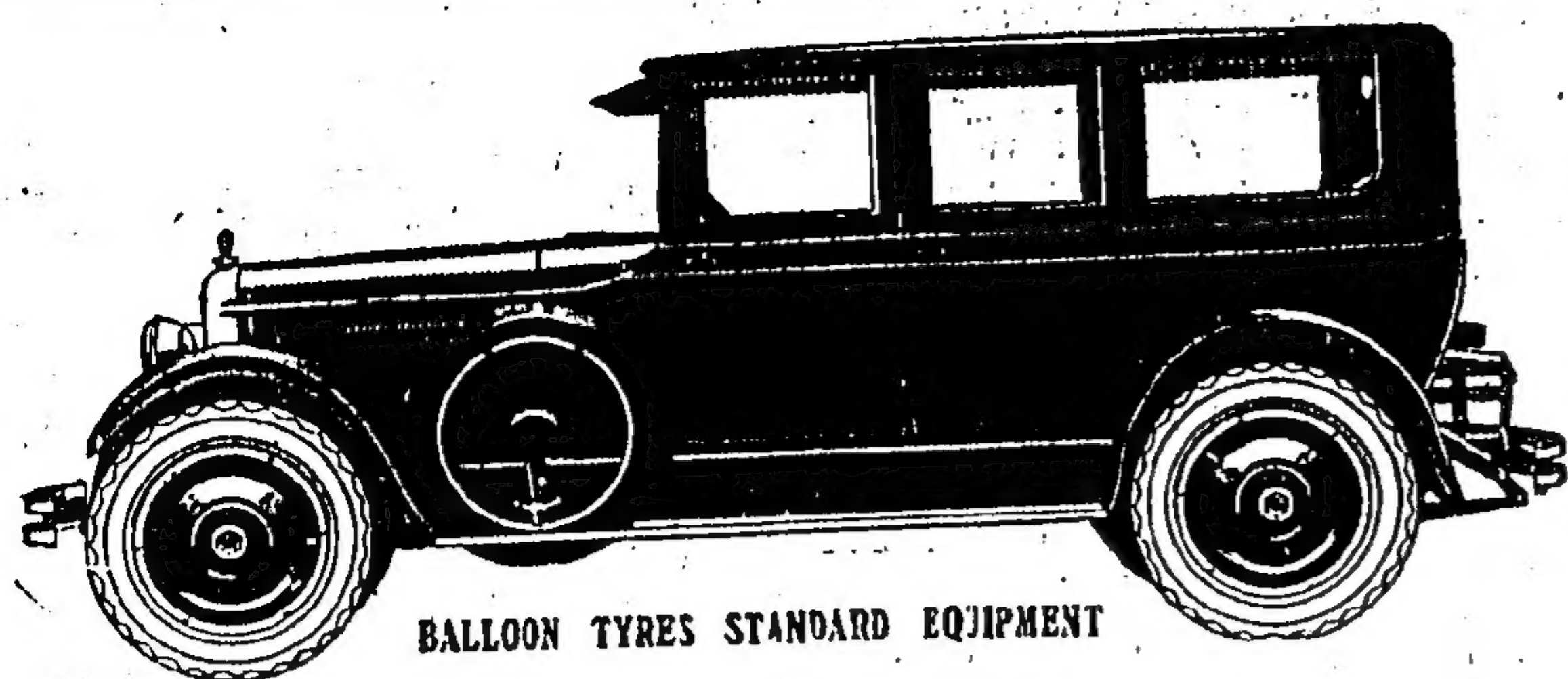
GOOD ADVICE TO DRIVERS

Push on your clutch pedal every time you start your motor—especially in the winter time.

Such is the advice of G. Clark Mather, chief engineer of Peugeot and Jewett motor cars. Mather says this will conserve your battery and make starting easier. The average man does less driving in winter and uses his

lights more," says Mather. "Moreover, it requires more electricity to start with cold oil. By taking out the clutch for each starting operation the starter has less work to do because the clutch and transmission are thus disconnected."

"Another very important reason for always taking out the clutch first is for safety. It is an easy matter to leave your car in gear without knowing it and many accidents have resulted from this oversight."



BALLOON TYRES STANDARD EQUIPMENT



The New Paige Sets Another Mark

SUCCESS from year to year and continuous improvement has been the remarkable history of the Paige motor car. Each year finds it taking new laurels for speed, hill climbing, and for greater comfort and luxury in its appointments.

No matter how much one pays for a motor car, one cannot get more comfort, more flexible power, more dependable construction than is encased within this beautiful body and chassis ensemble. The new Paige, with its eighteen coats of paint and varnish, stands forth as an excellent example of the coach builder's art.

Step into the driver's seat and see how accurately it answers every demand supplying all and more than is required. Examine the fine workmanship and see how careful the maker has been with his product. Then inquire about the price and you surely have a surprise in store.

PAIGE SPECIFICATIONS:

Engine—6 cylinder—34 x 5; high pressure oiling to main and connecting rod bearings, alloy front and timing chain, aluminium crankcase; 131-inch wheel-base; Paige-Linkon axles; 6 1/2-inch frame; springs of special high carbon steel, 40 inches in front; 61 1/4 inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nickel-plated radiator and motor; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

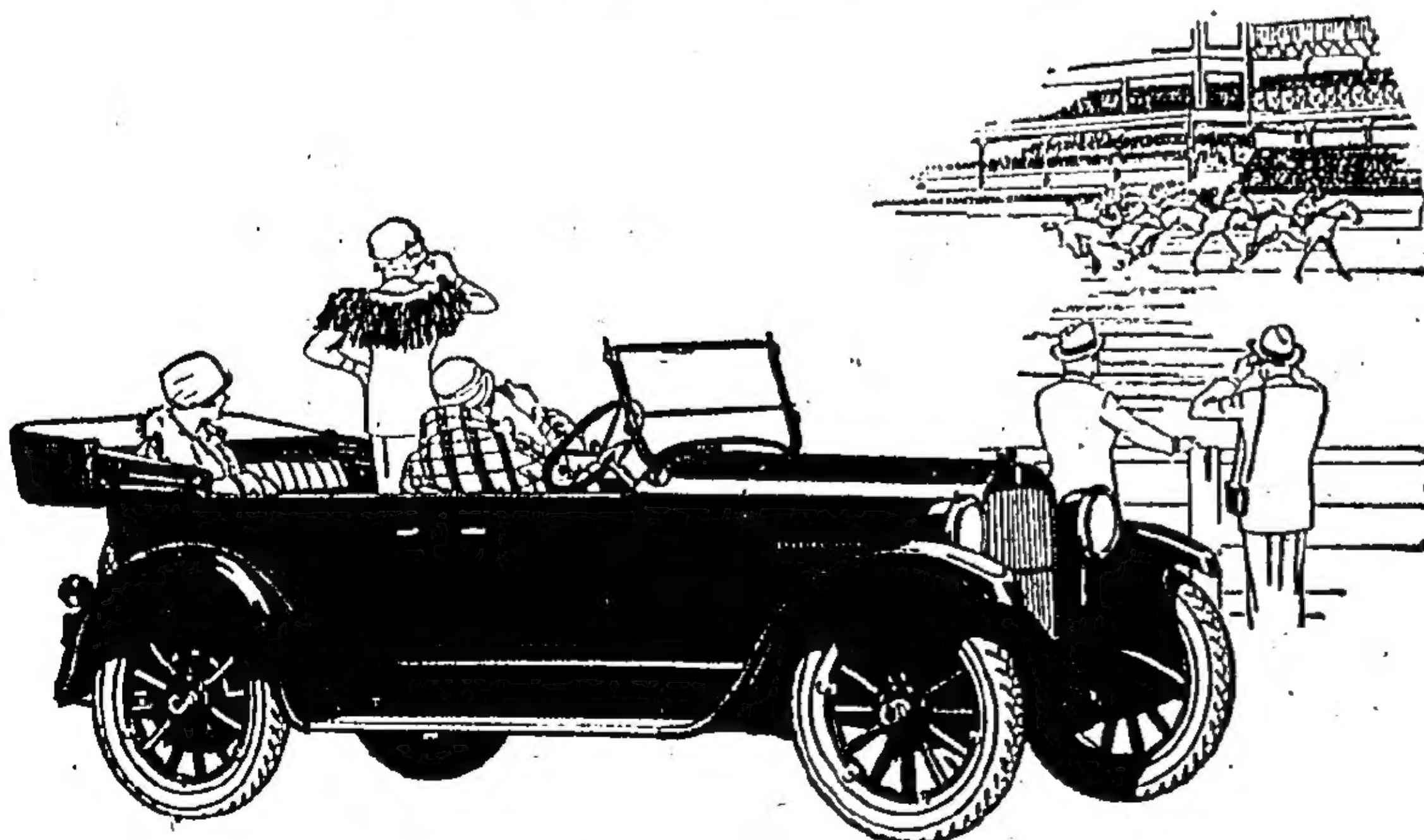
PAIGE

DODGE BROTHERS TOURING CAR

It is frequently asked how a car so light can be at the same time so remarkably sturdy.

The answer, of course, is simple. Pressed steel parts and properly designed steel forgings are used instead of heavy castings.

Combined with the admirable design and balance of the car, this construction results in ease on control, greater tyre mileage, low upkeep cost and long life.



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CHINA HAS TOTAL OF 10,000 MOTORS.

SHANGHAI'S BIG QUOTA.

China has a population, when not including Tibet and Mongolia and two districts not yet investigated, of approximately 436,000,000 people, and there are 8,508 motorcars, 1,130 motor trucks and buses, and 114 motor cycles in China, according to census figures given in a Peking government bulletin.

The population figures are estimates published by the directorate-general of posts. Peking metropolitan district boasts a total of over 4,000,000 individuals. The province with the largest number of people, apparently, is Kwangtung, of which Canton is the chief city and where Dr. Sun Yat-sen has created so much unrest in recent years. Honan, where Wu Pei-fu was stationed, and Chihli, in which Peking is situated, or Chinese Turkistan, is the province containing the smallest number of people, about 2,500,000. Wu Pei-fu was ordered by presidential mandate issued following Feng Yu-hsiang's coup d'état, to go to Koko Nor, or Chinghai, a district between Sinkiang, Tibet, Kansu and Szechuan. Needless to say, waste land predominates there and colonization is not a flourishing business.

Shanghai, of course, owns the largest number of motorcars, as Kiangsu, the port of which province Shanghai is, despite Lu Yung-hsiang's claims, has the largest number of any province, namely over 4,000 passenger cars, nearly 600 trucks and buses and 31 motor cycles. Kwangtung, however, has 455 motor cycles, while fewer cars and trucks. Yunnan province, according to the census figures, maintains only one passenger car, but it is not specified whether the military governor, General Tang Chi-yao (so often reported assassinated), owns this sole machine or not. Shanghai, in 1902, possessed two cars, at the beginning of the revolution over 200, and in 1922 over 4,000. The invasion of motorcars, trucks, buses and cycles has hastened the movement to improve roads and highways in towns as well as country. The tariff on imported cars is 5 per cent, and value at a Maritime Customs house, plus 3 per cent, and value at Peking which supports its well-known control administration.

COMMERCIAL TREATIES URGED.

MOTOR LEADERS DISCUSS IMPORTANT QUESTION.

Relation of commercial treaties to automotive products which now rank first in exportation of all U.S. manufactures was informally discussed at conferences recently between high Government Officials and a delegation of automotive executive headed by John N. Willys, Chairman of the Foreign Trade Committee of the National Automobile Chamber of Commerce.

Conferences were with officials instrumental in negotiations of commercial treaties of U.S. with foreign countries and included President Coolidge; Charles E. Hughes, Secretary of State; Members of Senate Committee on Foreign Relations; tariff Committee; J. Walter Drake, Assistant Secretary of Commerce; Percy Owen, Chief of U.S. Automotive Division; Lou A. Dornatovsky, Assistant Chief of Bureau of Foreign and Domestic Commerce.

It was pointed out by the automotive representatives that with many manufacturing nations there exists, in finished wares, an exchange nearly equal with U.S. The continuance, however, of this equitable arrangement, seems to depend on accordance of same facilities to U.S. exporters of finished goods as are given to foreign shipper of manufactured wares to this country.

It was also indicated that U.S. has been in general, according to the minimum or actual rates of duties on all imports in belief that there might be established a mutual free trade between all nations and the U.S. For that reason there have not, as yet, been applied the maximum duties on imports from any country although a schedule of rates higher than minimum by 5% and indirectly representing maximum schedules comparable to that of other countries are available under U.S. tariff.

It was also shown that lack of commercial treaties is resulting in the absence in certain countries of higher rates of duties on American automobiles than are applied on motor vehicles originating in competitor nations.

Ford

THE UNIVERSAL CAR

BIG REDUCTION

IN FORD TOURING CARS AND TRUCK CHASSIS, RUNABOUT ETC., AS FOLLOWS:—

Touring car with starter and Demountable Rims	\$1090.00
Touring car without self starter and Demountable Rims	\$ 925.00
Runabout with self starter and Demountable Rims	\$1030.00
Runabout without self starter and Demountable Rims	\$ 870.00
Sedan with self starter and Demountable Rims (4 doors)	\$1750.00
Coupe with self starter and Demountable Rims	\$1500.00
Touring chassis with self starter and Demountable Rims	\$ 700.00
Truck chassis with self starter and Demountable Rims	\$1095.00
Truck chassis without self starter and Demountable Rims	\$ 825.00

To Ford Owners

Have your Repairs done at Service Station, Kowloon. Tel. Central 3665.

Andrew Harper,

Authorised Ford Dealer

VALVE-IN-HEAD BUICK MOTOR CARS

So safely and satisfactorily have **BUICK** Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

For Demonstration.

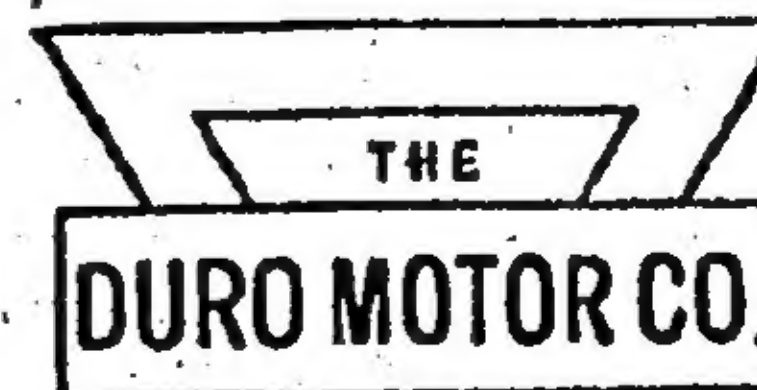
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33 & 35 Des Vœux Road Central.

In planning your PICNICS or joy rides, don't forget K. 226.

Our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

**CARS
FOR HIRE**



STORAGE

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 7th. FEBRUARY, 1925.

DOG-SLED DERBY.

Canada's Popular Winter Pastime.



"MOUNTIE" LEADER OF THE CHATEAU TEAM

BRYDGES' TEAM WINNING IN 1924

EARL BRYDGES

Year by year, however, interest in this derby, was \$2,000, which was divided among the first five teams to finish: \$1,000, \$400, \$300, \$200 and \$100. This plan which holds the Brown Gold keeps teams in the race, even Cup, a trophy for the dogs' race, though the driver knows he for two years the Cup, has been won by Canadian dogs. Joan Lebel, a French-Canadian, won the 1922 cup and \$1,000 in cash and finished first despite the fact that one of the four dogs with which he started gave out and had to be hauled to the winning post by the other three, which were cheered on by Lebel, a young chap, Earl Brydges of La Pas, Manitoba, was the winner. He drove the Ontario Paper Company's team, and made the whole distance, 120 miles, in 18 hours, 44 minutes, and 10 seconds. The greatest dog-racing classic is that run annually at Le Pas, Manitoba, a 200-mile, non-stop race in which only dogs of known stamina and endurance entered. The 1924 race was won by "Shorty" Russick, who cut the record by 20 minutes and won the Grayson prize of \$1,200 and a year's possession of the Grant Rice-Gloyns Memorial Cup. Ten teams started, but "Shorty" led them at all times and covered the 200 miles in 23 hours and 45 minutes. Keen interest is being shown in the 1925 Le Pas Derby, and a record crowd of sport lovers is expected to witness it.

Manitoba, a 200-mile, non-stop race in which only dogs of known stamina and endurance entered. The 1924 race was won by "Shorty" Russick, who cut the record by 20 minutes and won the Grayson prize of \$1,200 and a year's possession of the Grant Rice-Gloyns Memorial Cup. Ten teams started, but "Shorty" led them at all times and covered the 200 miles in 23 hours and 45 minutes. Keen interest is being shown in the 1925 Le Pas Derby, and a record crowd of sport lovers is expected to witness it.

SPORTS PARS.

Interesting World Items.

The manager of the "All Blacks," Mr. Dean, denies the rumours that his players were presented with suits of clothes and wallets before leaving home. These rumours, he says, are absolutely false. Every man in his team, he declares, is an out and out amateur, and hates professionalism like poison.

Some business sporting men in Glasgow have bought themselves a country club by purchasing Garnkirk estate, and Edinburgh might well follow the lead, says a Home paper. These big country houses make an ideal week-end retreat for business men if laid out with golf courses, tennis courts, bowling greens, &c. Dalkeith Palace is empty. There is ample room all over the East and South of Scotland for such development.

It was in the Lent term of 1872 that the first Oxford v. Cambridge Rugby match was played. Oxford on that occasion was the venue. The following season the match was at Cambridge, but ever since then it has been played on neutral territory. From 1873-4 until 1879-80 the Oval was the meeting place. Blackheath followed with a seven years' lease, and from 1887 to 1920, excluding the war years, the Queen's Club ground had the game. In 1921 Twickenham became the annual meeting ground of the "Blues."

J. S. McLaughlin's success in first-class Rugby came as no surprise to those who had the privilege of seeing him play in school games while at Dollar Academy. He was always a safe place-kicker, and no matter how awkward the angle he rarely failed to convert. He was one of the best cricketers of the year, and excelled with the bat and as wicket-keeper.

The death of P. G. Findlay removes a well-known figure from West of Scotland sporting circles. He was an enthusiastic sportsman. Mr. Findlay did a lot for the West of Scotland Club, and for Rugby generally, but he was no one-sport man, for, besides being a member of the Scottish Rugby Union Committee, and one of its presidents, he acted on the Council of the S.A.A.A. and was a keen cricketer and follower of cricket. His death will be mourned by a wide circle of friends.

Teams of Smiths and Wilsons drawn from the players of Football League clubs have already appeared in Home papers and one correspondent now takes up the cudgels on behalf of the clan Jones. He says there are 22 Soccer professionals of that name, and the following eleven is submitted as likely to give a hard fight to any side pitted against it: Robert Jones (Everton); John Willie Jones (Birmingham); and Herbert Jones (Blackpool); Dennis Jones (Southampton); J. T. Jones (Crowe Alexandra); and Richard Jones (Exeter City); George Jones (Wigan Borough); Ivor Jones (West Bromwich Albion); James Jones (Wrexham); John Jones (Bolton Wanderers); and Charles Jones (Oldham Athletic).

Ill-fortune has attended Oxford boxing this term. The fixture with Guy's was cancelled and another with the Navy has also been dropped, because the Navy team was largely professional, and Oxford men with amateur championship ambitions could not, of course, meet them. Eddie Egan, the Dark Blue captain, has an injured eye and cannot box this term. His place was taken by L. B. Seacombe in the Oxford team for the Universities' Hospitals and Cadets' Tournament. The March 1st of the year will see the Oxford team facing the Navy team.

QUEBEC SNOW SPORTS.

A Happy Time for the Kiddies.



LITTLE QUEBEC SNOW BIRDS

YOUNG QUEBEC ON SKIS

TAKING A RIDE WITH PAPA

Winter-time is children's-time in old Quebec, with the first flurry of flakes excitement reigns supreme. Shrieks of "Oh! see the snow!" are interspersed with impatient demands for skates and sleds and sleds and the Quebec kiddles get the first fling at snow sports each season. They take part in carnival and parades. Little fellows of three or four years of age have tiny, doll-like carnivals uniforms like their fathers and trudge along with

know the winter joys of these Canadian neighbors, for when schoolrooms close for Christmas holidays, their parents take them to Quebec, where they enjoy many of the sports of Canada's winter, including toboggan fights down the steep slide with its three ice-chutes, a quarter of a mile long, and covered in less than half a minute's time; skating and hockey on two fine open-air rinks which are kept in apple-pie order; snow-shoe and ski runs over a mass of white hills; races and contests of various sorts on Dufferin Terrace, and then a peculiarly Quebec thrill—crossing the St. Lawrence River to Port Lewis, in a staunch ferry boat that crunches its slow way through great, floating ice-floes. Real maple syrup from nearby woods and feathery brown cakes with succulent Canadian bacon, served in the cosy breakfast rooms of the Chateau, is the proper breakfast on which to start a day of strenuous sports, and don't forget to start it with "Grape fruit à la Canadienne" with maple syrup instead of sugar!

TENNIS TOURNAMENT.

1925

THE FOLLOWING MAKES OF FIRST CLASS RACKETS HAVE JUST COME TO HAND.

Ayre's S.N.D. Model B	\$34.00	Syke's "S.S."	\$35.00
Slazenger's "Anderson"	\$35.00	Jefferies "High Tension"	\$27.50
"Patterson"	\$35.00	"Globe"	\$17.50
"I.Z."	\$35.00	Davis's "Riseley Hexagon"	\$35.00
Spalding's "Autograph"	\$40.00	"Corinthian"	\$35.00
"Model E"	\$35.00	Hazell's "Scarborough"	\$35.00
"Gold Medal"	\$33.00	"Piadem"	\$30.00
"Tournament"	\$24.00	Racket Dresses	\$ 1.75
"Vantage"	\$20.00	Covers	80 c.

NEW STOCK OF SLAZENGER'S, AYRE'S, DAVIS'S, & SPALDING'S, BALLS HAVE ARRIVED.

LANE, CRAWFORD'S

FOR THE BEST SELECTION OF SPORTS GOODS IN THE EAST

ODASCHEAM!

REGD.



THE BEST NEWS FOR MANY A DAY

Shaving is made delightfully easy by adding a few drops of "Odascheam" to your shaving water.

The daily use of "Odascheam" ensures a complexion with delicacy of tint unobtainable by other means.

"Odascheam" in hot water has the effect of opening the pores and removing all impurities and greasiness.

"Odascheam" imparts life and glossiness to the hair and cleanses the scalp. Added to the bath, "Odascheam" creates a refreshing fragrance and is most invigorating.

"ODASCHEAM" MEANS DEFIANCE TO SKIN INFECTIONS.

TO BE OBTAINED FOR ONLY 75 CENTS AT ALL CHEMISTS AND STORES.

Wholesale from—

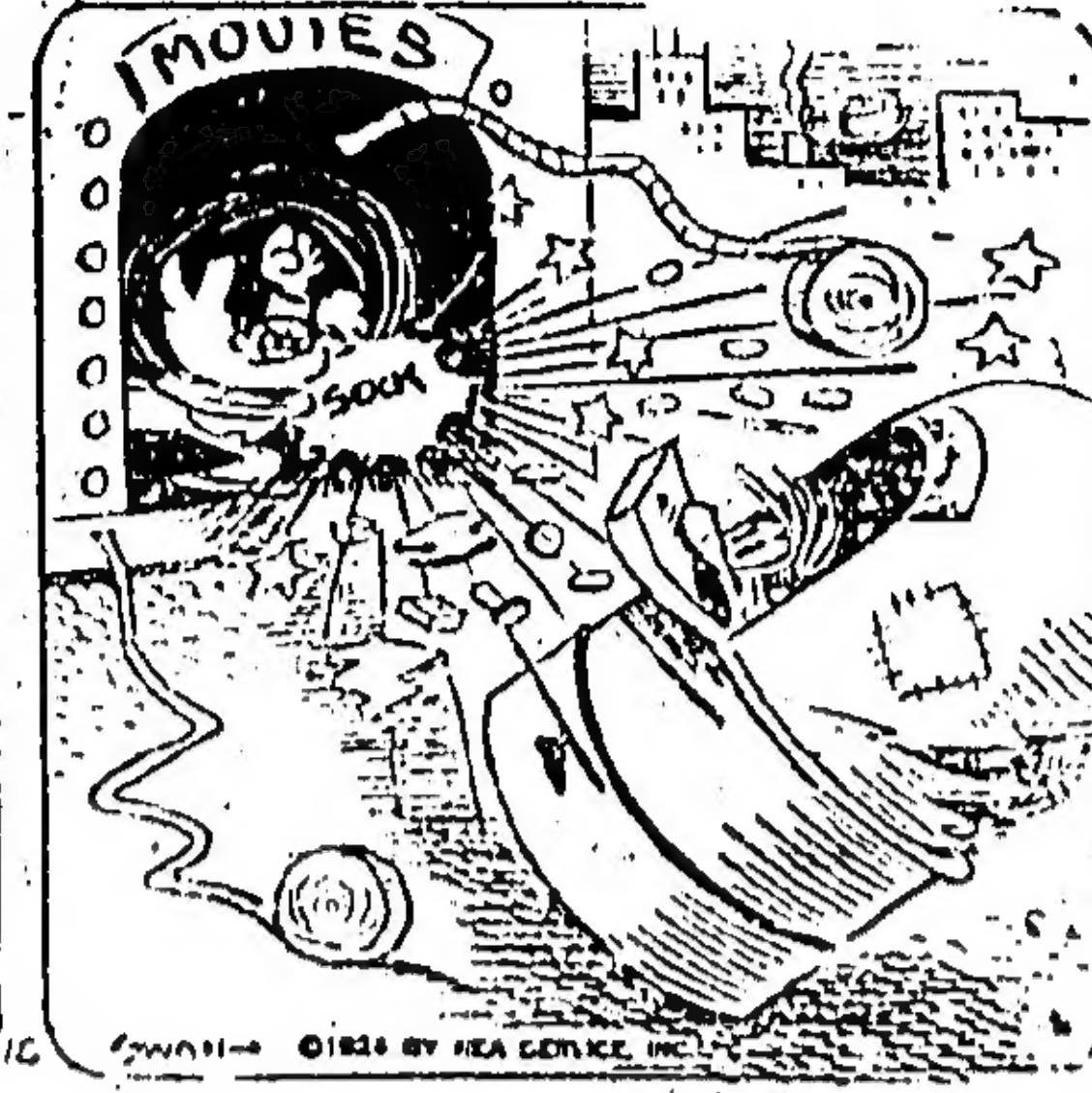
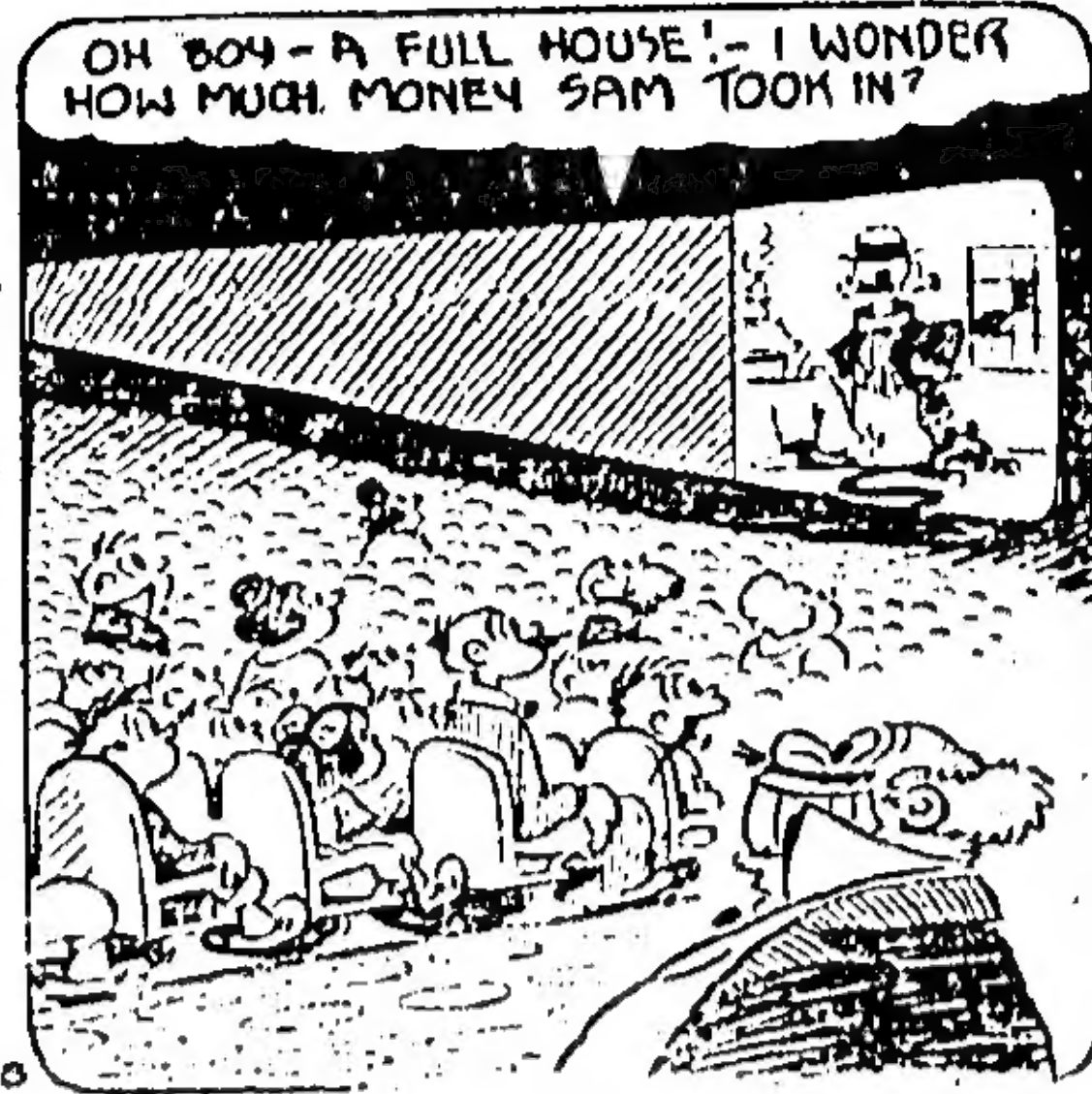
James H. Backhouse, Ltd.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Sam Didn't Even Wait for His Pay

By · SWAN



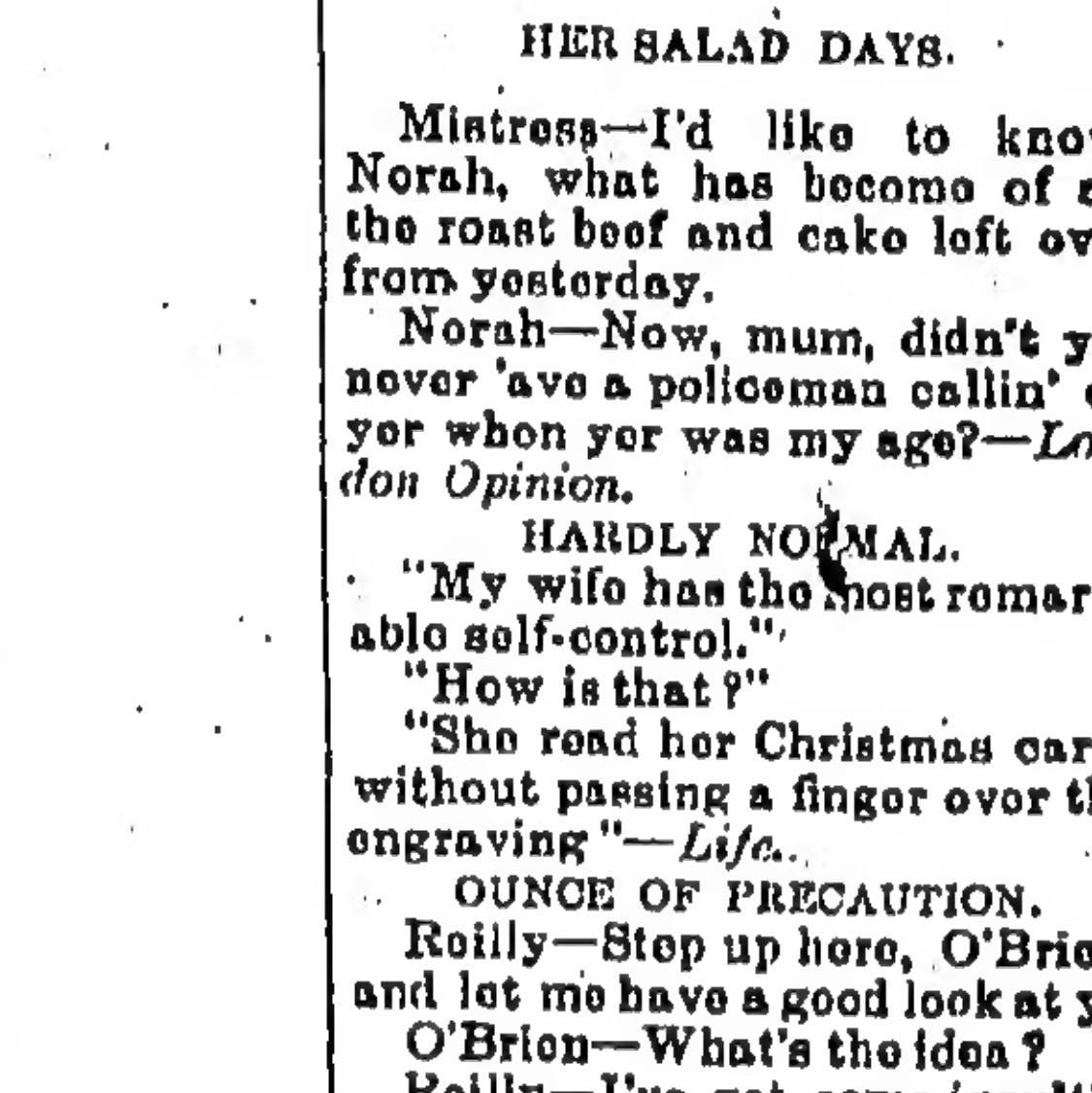
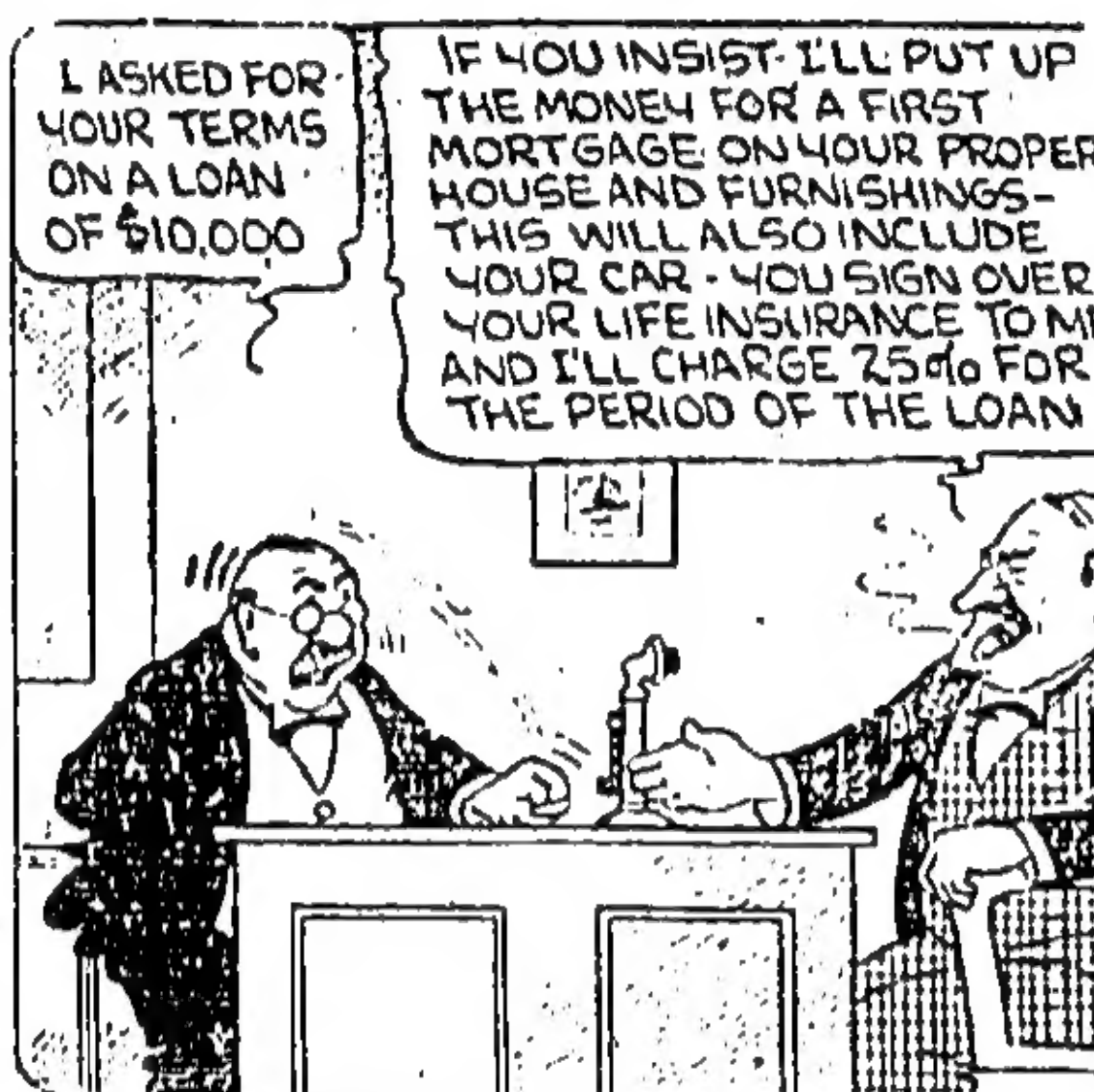
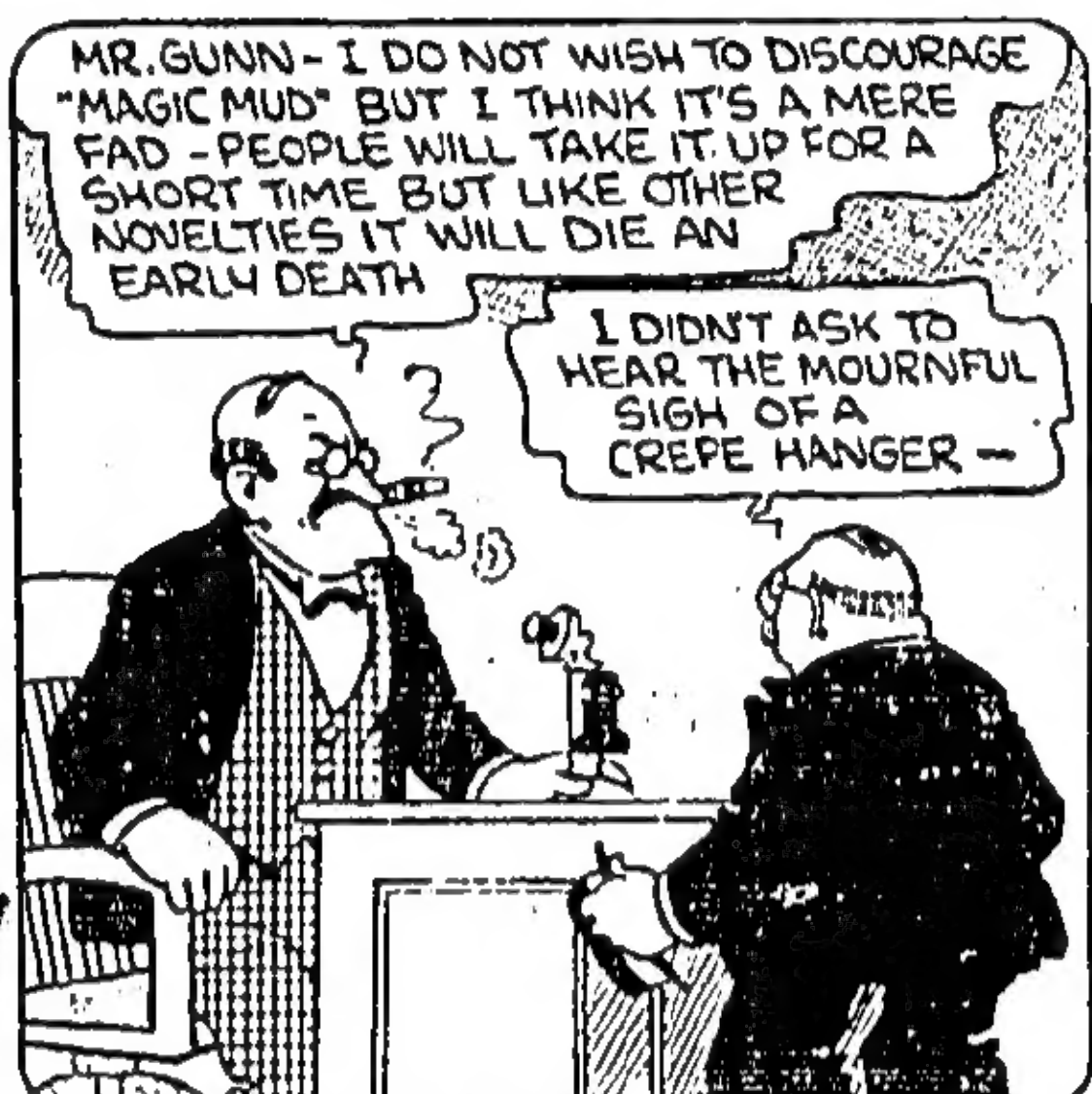
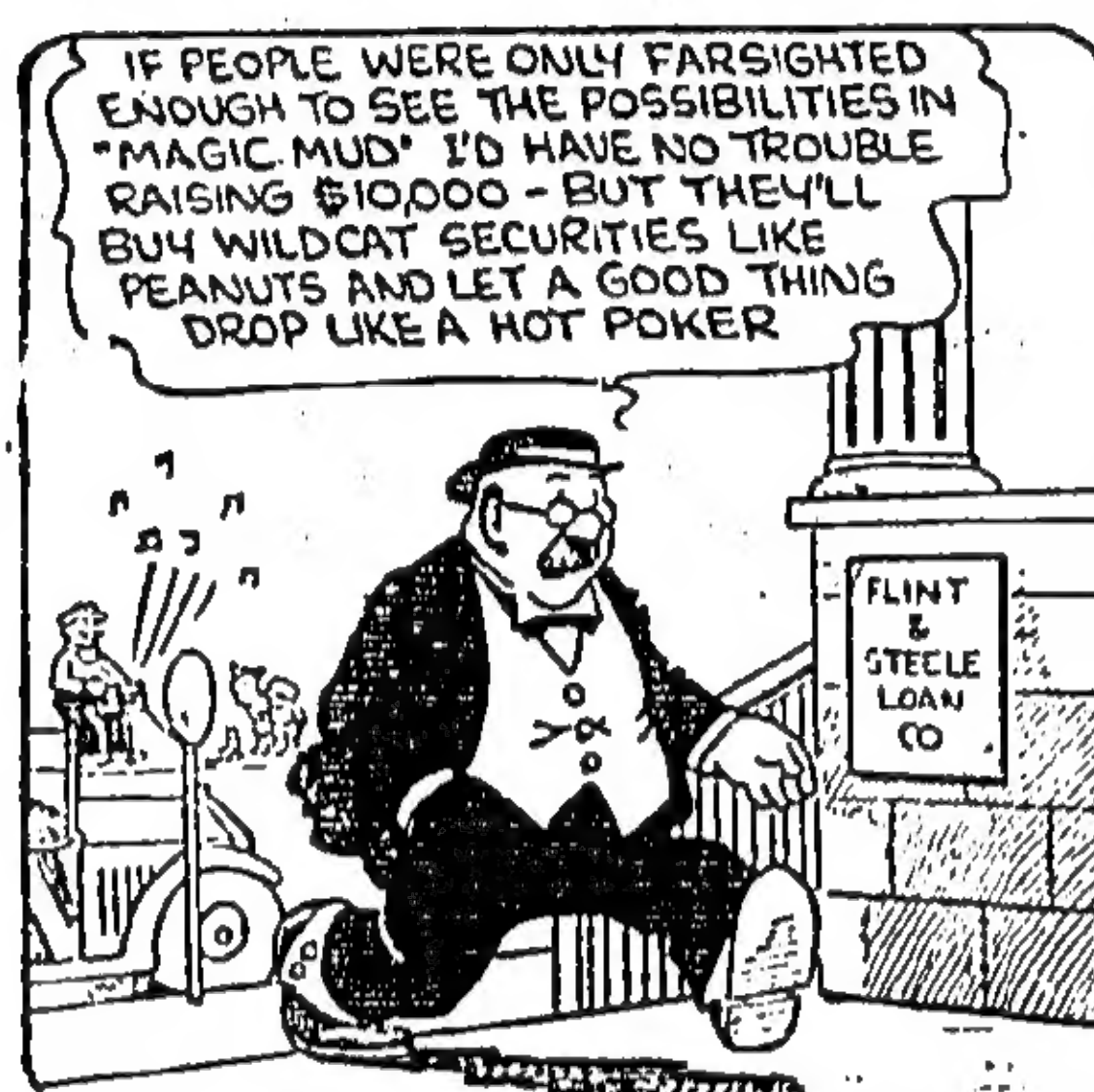
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WARES THAT ARE BEING
OFFERED IN HONGKONG.

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Flint and Steele Prove Hard Dealers

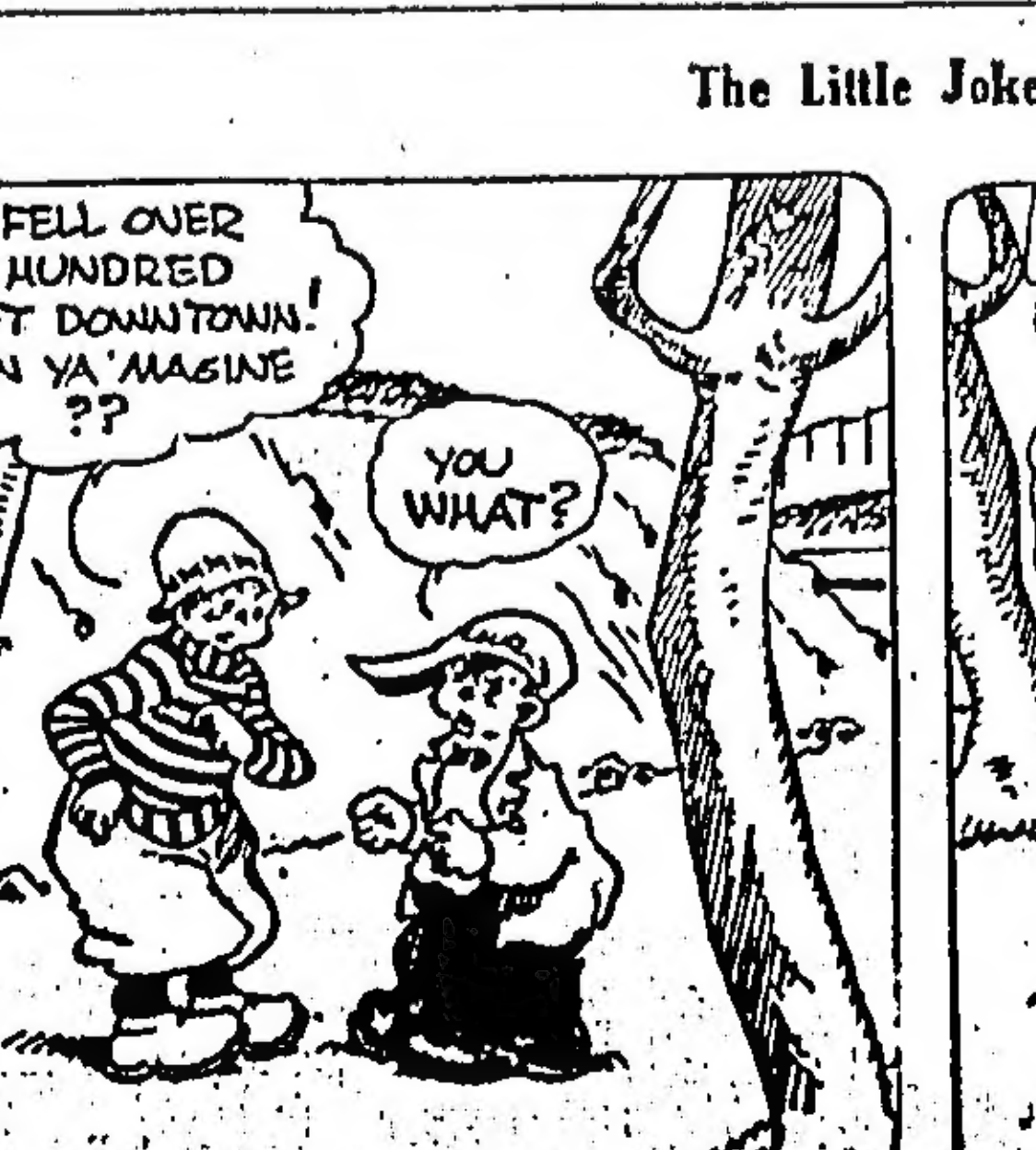
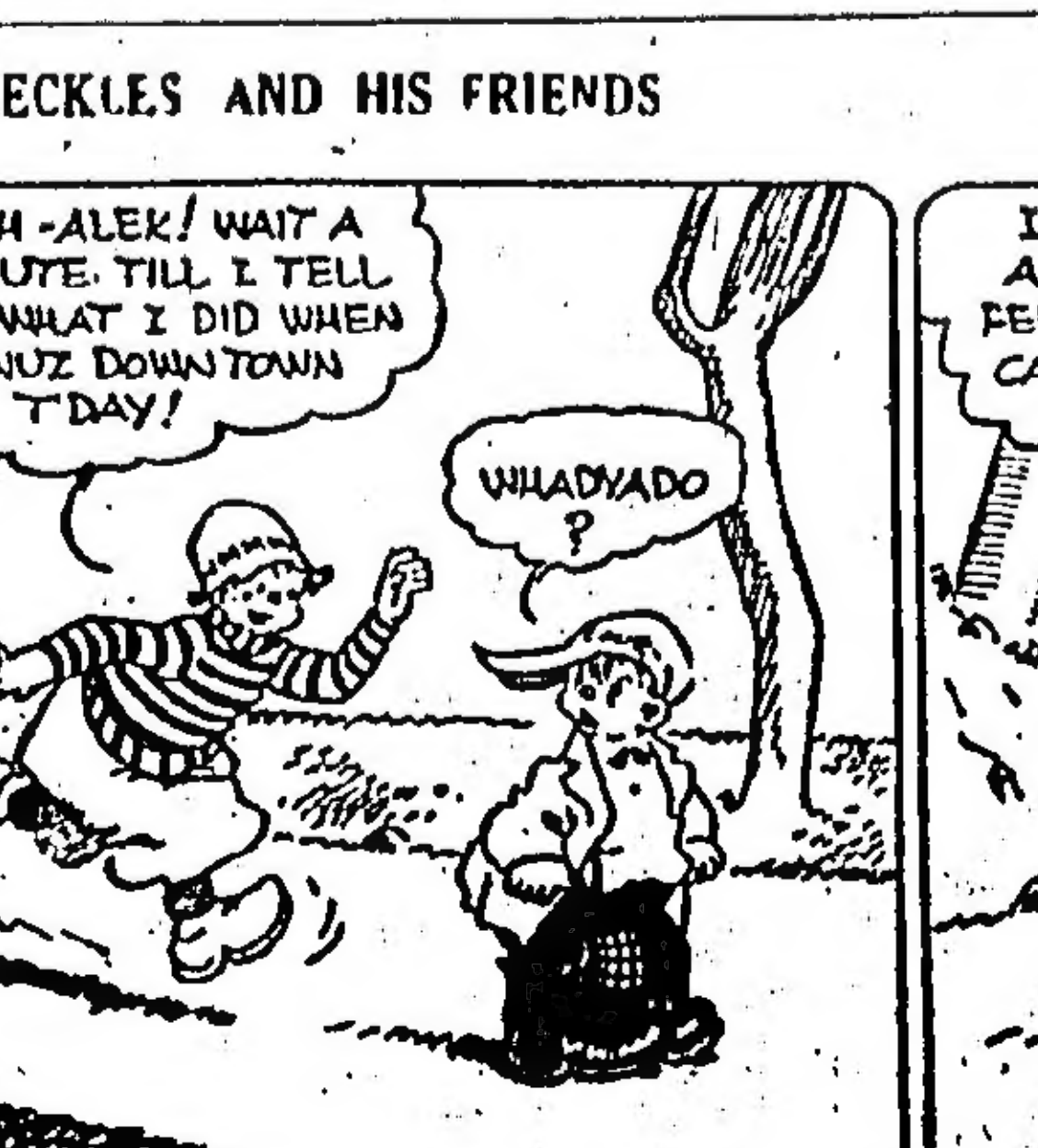
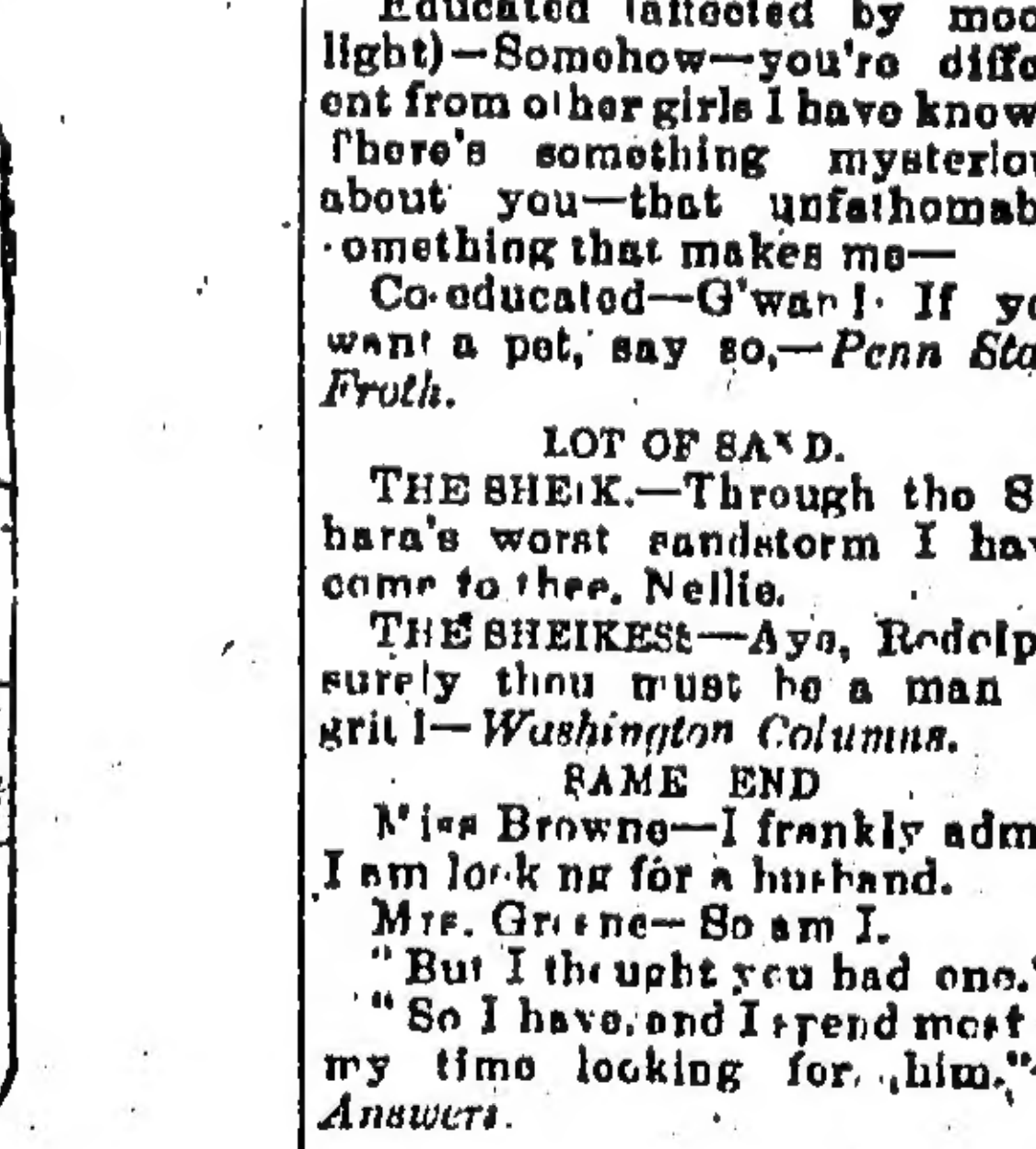
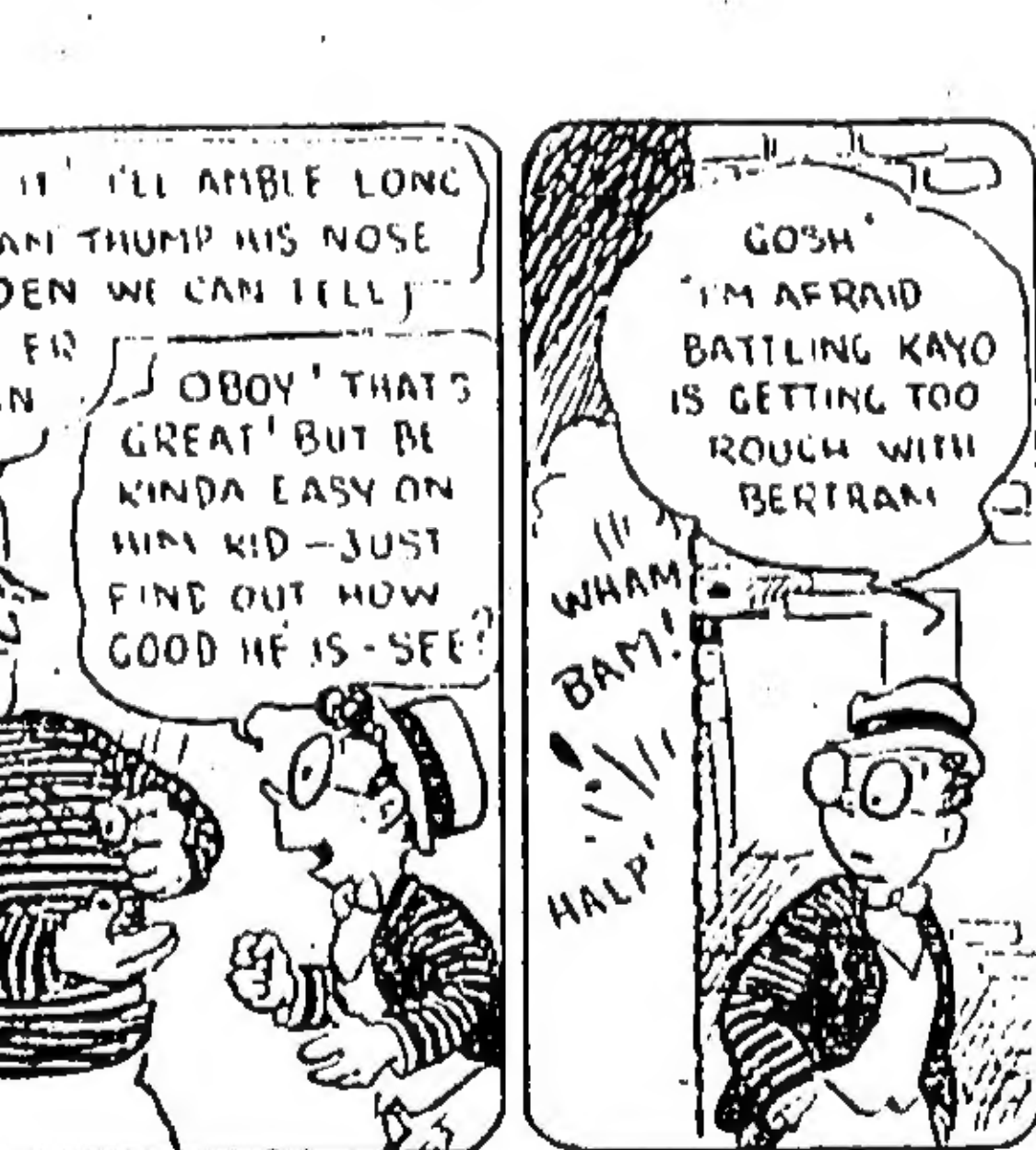
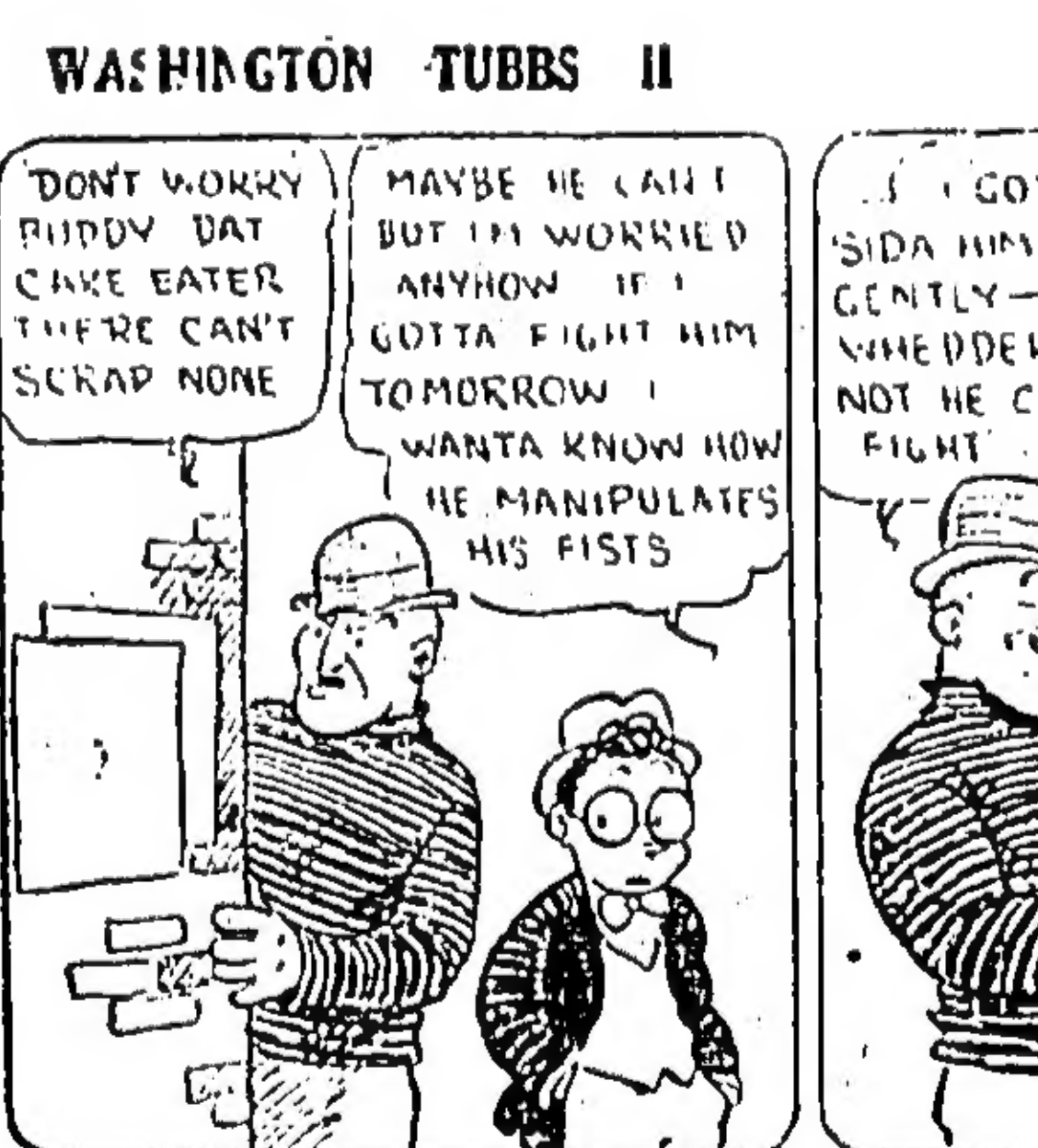
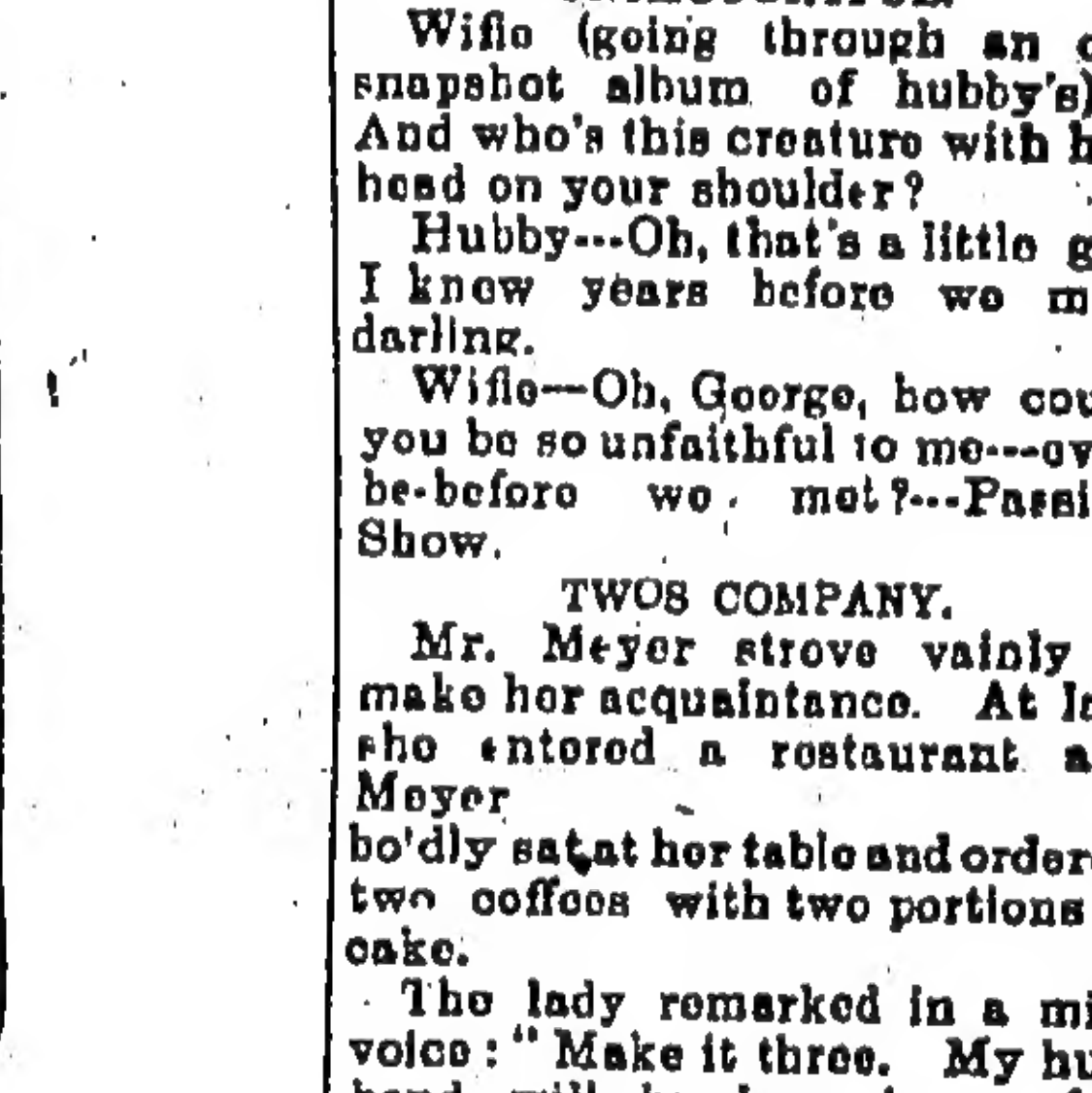
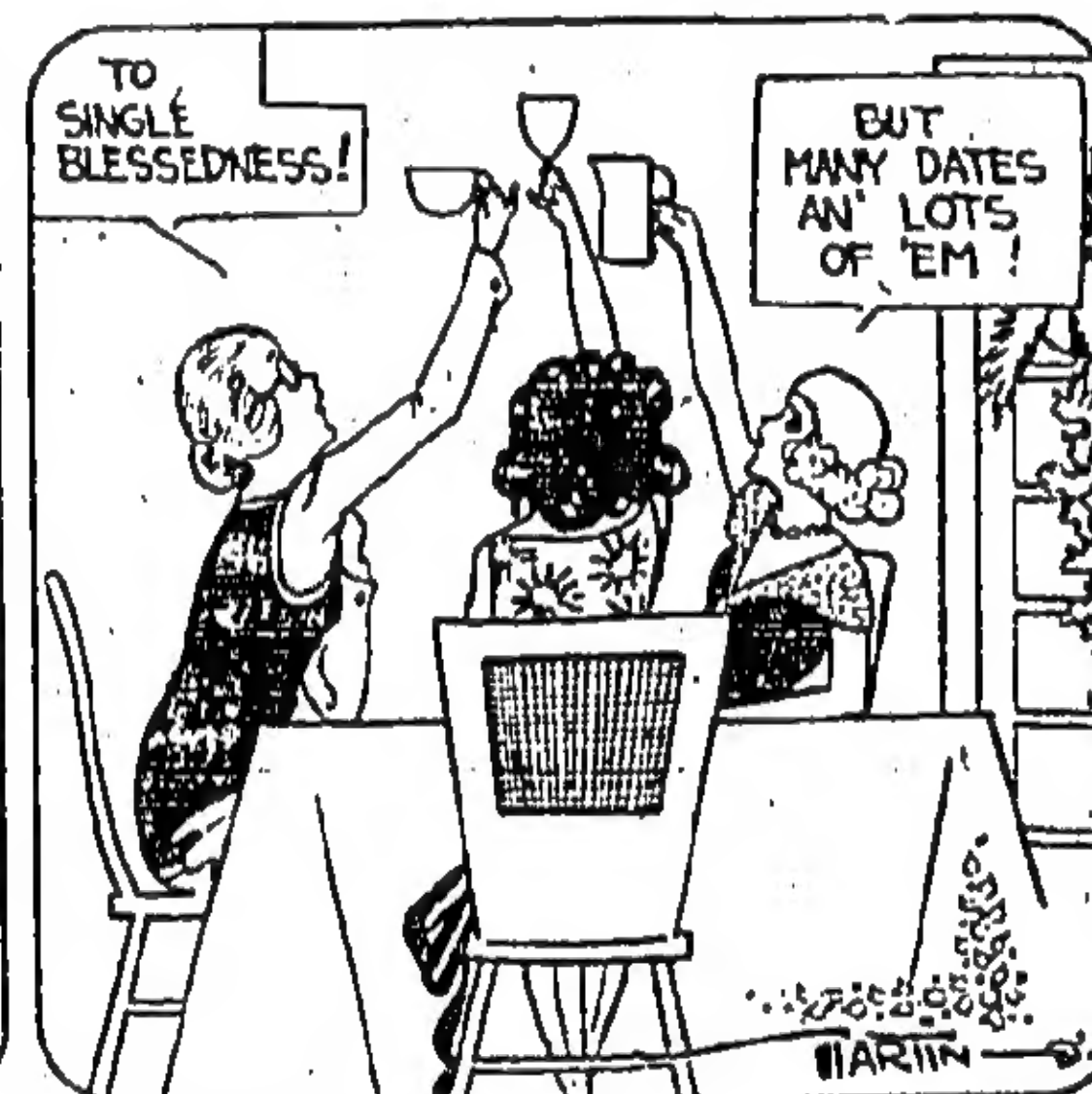
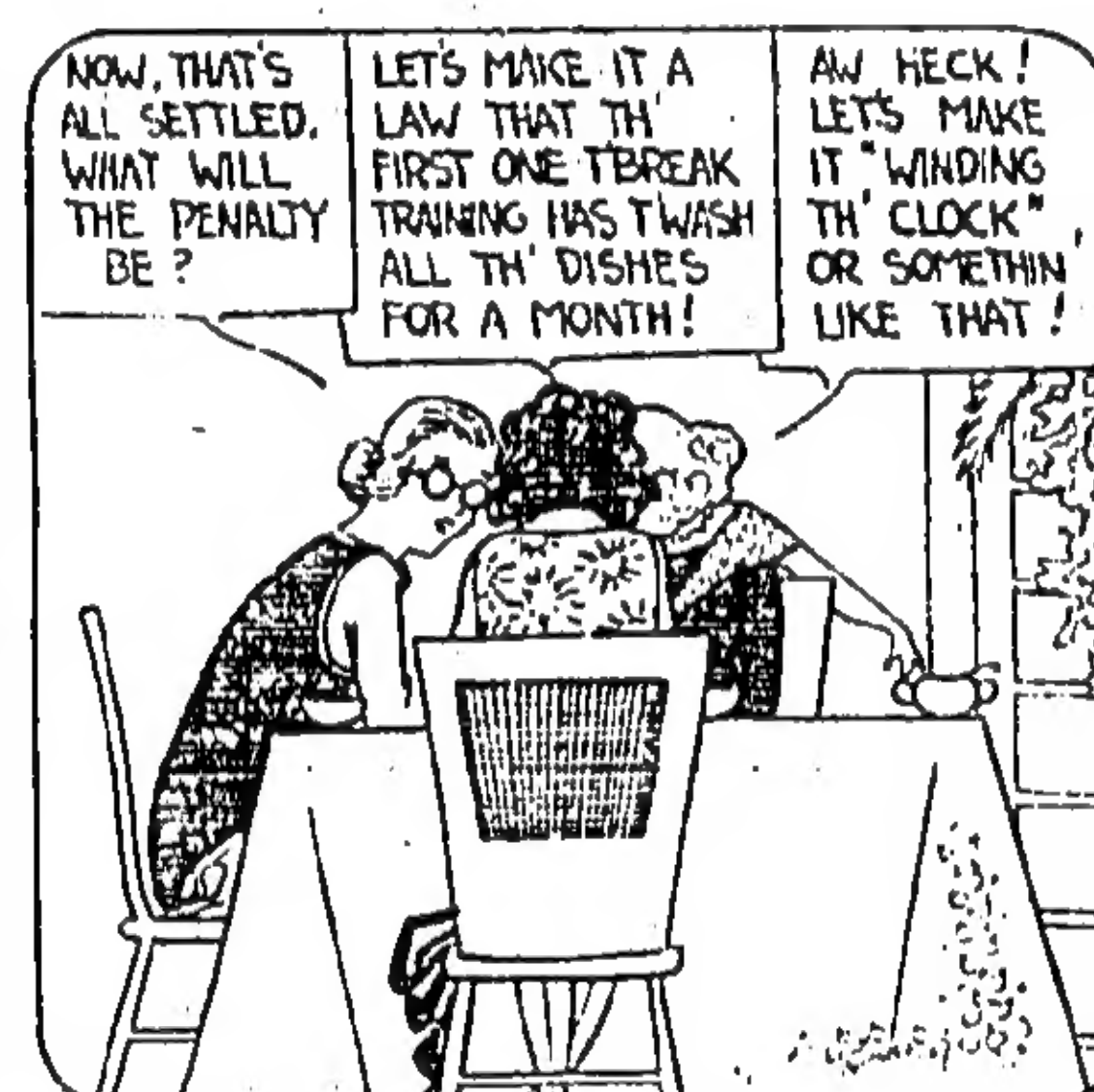
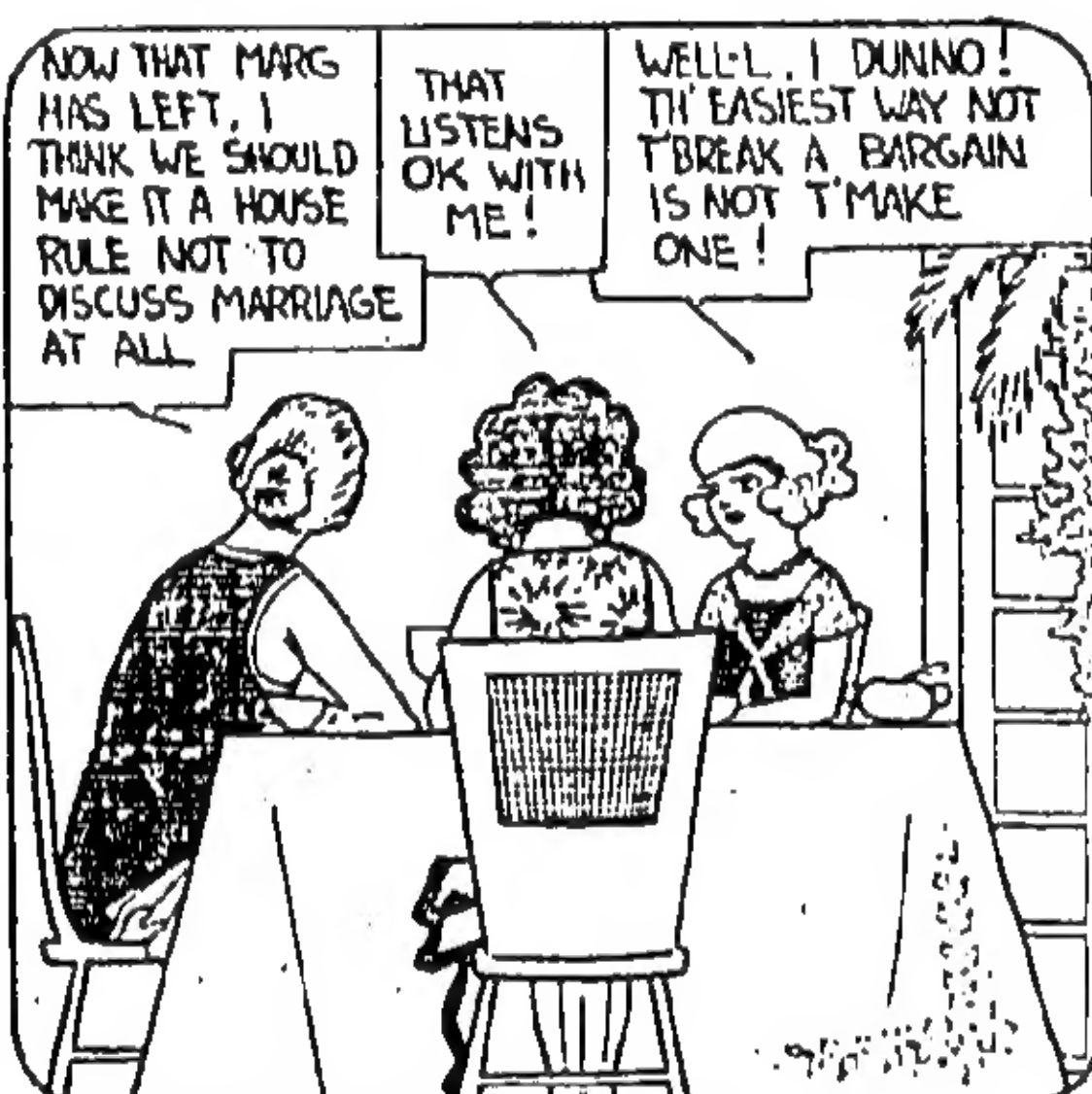
By Taylor, A. J.



BOOTS AND HER BUDDIES

Here' How!

By Martin



FRECKLES AND HIS FRIENDS

The Little Jokester

BY BLO-SER



For YOUR BABY



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



IMPROVED COAT STRETCHERS.

Coat stretchers are rather a problem with small luggage. When it is quite impossible to cram one in quite an effective shoulder can be made out of a newspaper thickly and tightly rolled and tied with a loop of string in the middle. If you have sufficient thicknesses of paper these improvised stretchers will last quite a long time without bending and will carry a heavy coat if carefully handled.

A SMART COAT.



Collar, cuffs and the banding at the hem are Hudson seal. It looks very rich in the black wool kasha cloth of the coat itself. The long pleat at side back has a slenderly cut.

FROM A FASHION NOTE-BOOK.

The shoes made of tiny thongs of leather, strapped or woven together, which were first introduced as sports footwear, last summer, are now finding a place among the latest evening slippers. They look particularly effective when made up in gold and silver leathers. The designs of these "strip" shoes are quite varied. In some models the strips merely traverse the foot and are held in place by an interweaving of narrower strips running at intervals down the length of the shoe. Other models are made of check-woven strips which show barely any spaces between. The practical appeal of these strip shoes is remarkable, for they allow one to dance diligently throughout a whole evening without the feet becoming heated, as is usually the case when wearing brocade, satin or lame tissue evening slippers.

The smartest gloves are made of suede. These are often embroidered round the edge with a band of small steel trimmings, or threaded with ribbon and tied in neat little bows. A pair of gloves de luxe were of beige suede, with a trellis work of small suede buttons round the edge.

Fashionable jewellers have introduced a novel clasp for handbags. The newest fastening is made of painted porcelain set in a simple band of platinum or silver.

THIS WEEK'S RECIPE.

DATE SALAD.

Large dates, chopped nuts, cream cheese, cream, salt and pepper, lettuce, mayonnaise, whipped cream.

Wash dates and dip in very thin syrup. Two tablespoons sugar to a cup of boiling water makes the syrup. Put dates on a pan and put in a cool oven until they are nicely "plumped." Remove stones and fill with nuts and cheese worked with cream until moist and smooth. Season the filling with salt and pepper to taste while mixing. Serve the dates on a bed of lettuce with mayonnaise topped with a spoonful of whipped cream made slightly pink with paprika.

A THEATRICAL BEAUTY.



The outstanding young beauty of the 1924 theatrical season, according to Wayburn is Margaret Shea, a New York girl appearing in his "Demi-Tasse Reine."



Paris can always be depended upon to produce something which will please milady.

From novelties to the highest of styles, courtiers lend their efforts to supply the woman with an ever-changing vogue.

To the over-growing list Paris now adds a new Agnes turban, the "Dunlop," the elephant handle,

and Old England mitts inspire a new creation.

These are all in the accompanying photograph.

An artichoke pompon perched on the latest Agnes turban at the peak is the latest effective place for the trimming. It has the distinct advantage of adding two or three inches to the height.

Miniature automobile tyres of white rubber and crepe ribbon are

used for a creation known as the Dunlop.

The elephant, popular with the Parisian as the bearer of good luck, has been utilized again, this time as a smart umbrella handle.

Old-fashioned New England mitts seem to have inspired one designer for new models in green and flannel velvet. They are worn at any length, showing bare shoulder and upper arm.

LEARNING THE NEW DANCES.

Now that the dance season is well under way, the amateur dancer should attempt some variety in her programme by studying the new dances. Despite professional opinion, which has held that there are to be no new dances this season, there are at least two which deserve immediate recognition.

The first is a purely English creation invented by a famous London teacher of dancing under the title of "The Quick-Time Fox-Trot." I can vouch for the charm and interest of this new dance, and for the fact that, depending as it does on some old steps freshly considered, it presents no difficulty whatever to the nervous dancer.

ADJUSTING THE OLD FOX-TROT.

The idea to be grasped from this invention is that some adjustment of the old fox-trot was absolutely necessary if we were to accommodate ourselves to the faster rhythm now being played by all the dance orchestras that count. While a technical description of the new measure would be out of place here, a fairly clear conception of its attraction can be gained from a knowledge of its four main movements. These consist of (1) the forward chasse, (2) the chasse turn, (3) the side step, and (4) the corner step. You will, of course, be well advised to study these from a qualified teacher, and if you do there can be no doubt that your dancing during the present season will be enormously enhanced in value.

We are a little tired of the One Step. The Tango is never played. What better than a new dance based on the well-known figures all of us knew a year or two ago, but treated in quite a novel way? No one who can dance the old Fox-Trot need be in the least afraid of the new one, which can be picked up in one or two lessons.

The second new dance to be seen this season comes from America and is called "the Hunch." The name is ugly, but the dance has the very great advantage of a refurbished mazurka rhythm. It is extremely simple, and while it would be too early to forecast its success, at least it offers the keen amateur inval-

uable material for experiment, and a decided antidote to dance monotony.

THE METHOD OF APPROACH.

A word must be added as to your method of approach to new dances. The best advice that can be given is this: Do not be afraid of the dance. Do not take any of the movements too literally. Every dance is, or should be, designed to please you, and if you do not like it, a slavish at-

FOR THE THEATRE.



Milady gets tired holding her opera glasses all through the performance. But there no longer is any need of using it. The theatre-going woman now has solved the problem.

ention to its technical details will only prove fatiguing. You must adapt it to your own particular needs. Long experience of the ballroom only proves to its habitues that the best dance is that which grows naturally out of a dancer's own needs and caprice. Learn the new dances, and you will probably find that you are inventing one of your own.

DRESSES FOR DANCE TEAS.

The winter season is making dress for dance teas a matter of primary importance, and the debutantes' gowns introduce some charming novelties. The straight silhouette is still insisted upon, but the severity of the line is softened by clever arrangements of sash panels and pretty apron-fronts. The latter are sometimes pleated and arranged in novel two-tier effects, while gathered draperies and delightful wing cascade panels and lace underskirts are introduced with good effect.

In almost every case the moulded bodice is still allied to the flaring skirt, for although skirts show trimmings, bodices are still severely plain, the long, low waistline being persisted in, and even exaggerated by a clever now dip arrangement in the centre front that emphasises the slendering effect that everyone still tries to achieve.

Jewels for day wear are still confined to a single rope of choker pearls for young girls, and choker pearls worn with a rope of orient pearls of graduated sizes are adopted by older women. Coloured beads, brooches and pendants are now very seldom seen, but single bangles made of emerald-cut diamonds, sapphires or rubies, set in platinum rims, are growing more and more popular, as are also earrings and fanciful hat brooches.

TO-DAY'S BEAUTY NOTE.

The choice of a face-towel is an important matter to your skin, and it will pay to give it some consideration, and not to accept whatever is laid more or less haphazard in your bedroom. A dry or sensitive skin demands a very soft towel—a piece of old silk or linen is the best. A coarser skin is sometimes benefited by a rough towel, but it should still be very soft. To ensure that it is better whenever possible to have your face towels washed at home, without starch or soda. When travelling or visiting, always take your own—you may encounter, when pressed for time, a terribly harsh and rigid affair, and it will not help you that it is expensive.

FASHIONS FOR THE RACFS.

Coat wraps and jaunty little jackets made of sheared leopard cat are favoured by those debutantes who frequent smart steopelchase meetings. The most up-to-date of these coats are those that measure thirty inches in length, and are finished with giant crush collars of contrasting furs, such as sable dyed squirrel, nutria, or the new dyed hare that produces such a wonderful replica of kolinsky.

Under them are worn short skirted tube frocks made of plain-coloured wool kasha or rep, simply trimmed with large bone buttons of the same colour as the dress. A finishing touch is given by delightful little Pierrot hats of brown felt, trimmed with a cluster of ribbon-ends or clipped ostrich tufts, set right on the middle of their high crowns.

THE DANCE CORSET.

For women with slight, little figures, the corsetiers of Paris have produced for dance wear a new band made of loose strands of moire ribbon that, running round the body, have a centre back of elastic, and hook and eye fastenings in front. For fuller figures, one finds bands that have their side sections of elastic, ingeniously woven in a graduating line. Four inches shorter in front than behind, these bands hold the figure taut—yet allow perfect freedom of movement.

Sold with the new band-corset is a new type of bust bodice. This introduces a wide, straight band of very strong satin, supported over the shoulders with tulle straps, a hook and eye back fastening and a slightly shaped seam coming from under the arm towards the front. Cut low in front, these bodices cover the top of the corset all round, and are kept in position by an elastic loop—the result being a perfectly flat front line.

FROM THE PARIS SHOPS.

Little sleeveless lace jackets to wear with the fashionable lace frocks are a novelty of the moment. Some of the lace are embroidered with acru, while others boast of edges ornamented with powdered diamonds or jewels. The newest knife cuts are oblong pieces of plate glass, hand painted with gay little scenes, and traced with gold and silver.

VERY CHEERFUL.



The large over collar of Hudson seal with cuffs that are made to flare, fashioned of seal also, make an attractive contrast to this colourful coat. Square cut buttons finish the jacket.

OF INTEREST.

An interesting accessory from Paris is a handbag of ermine with a gold top.

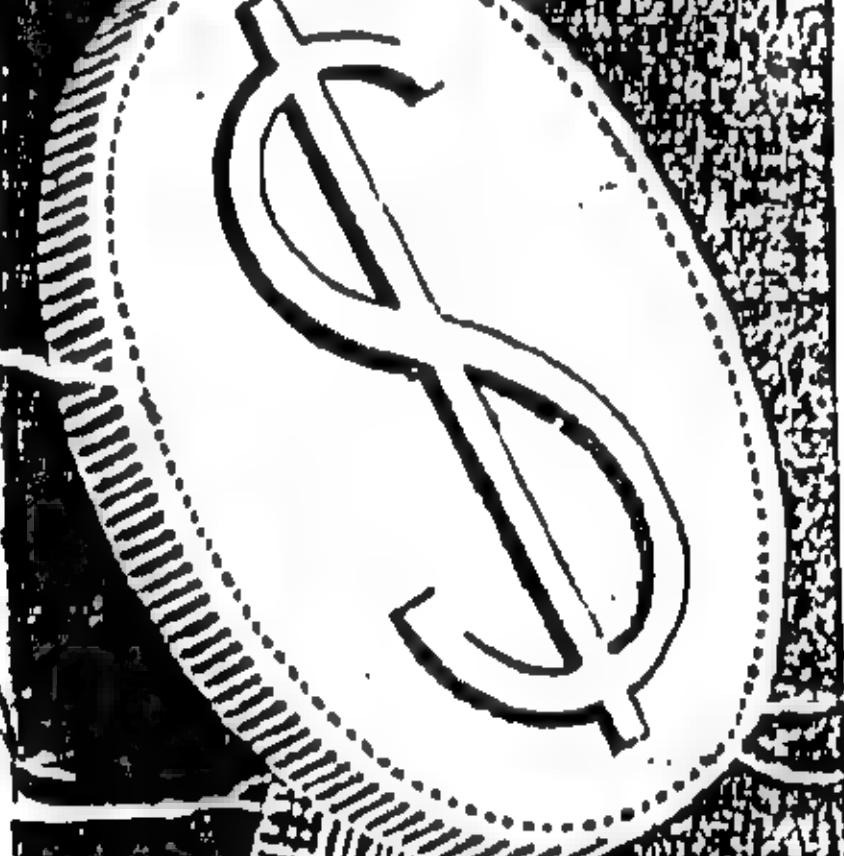
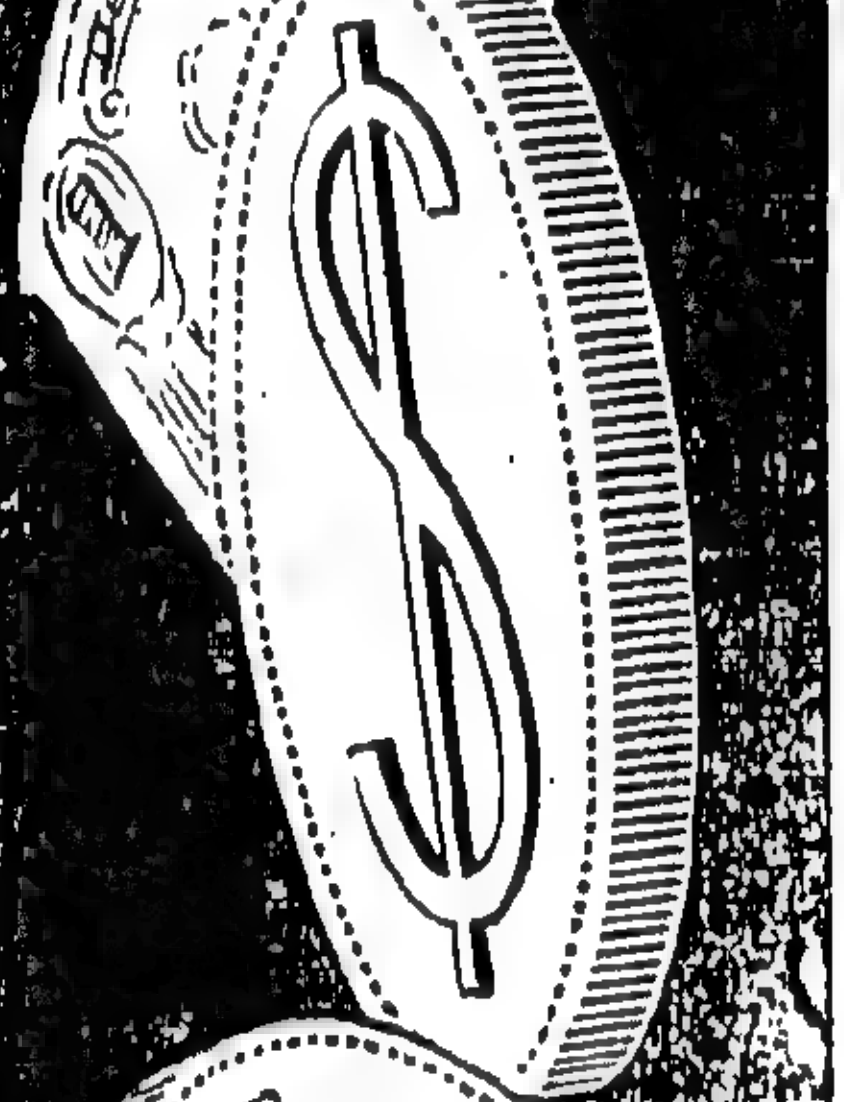
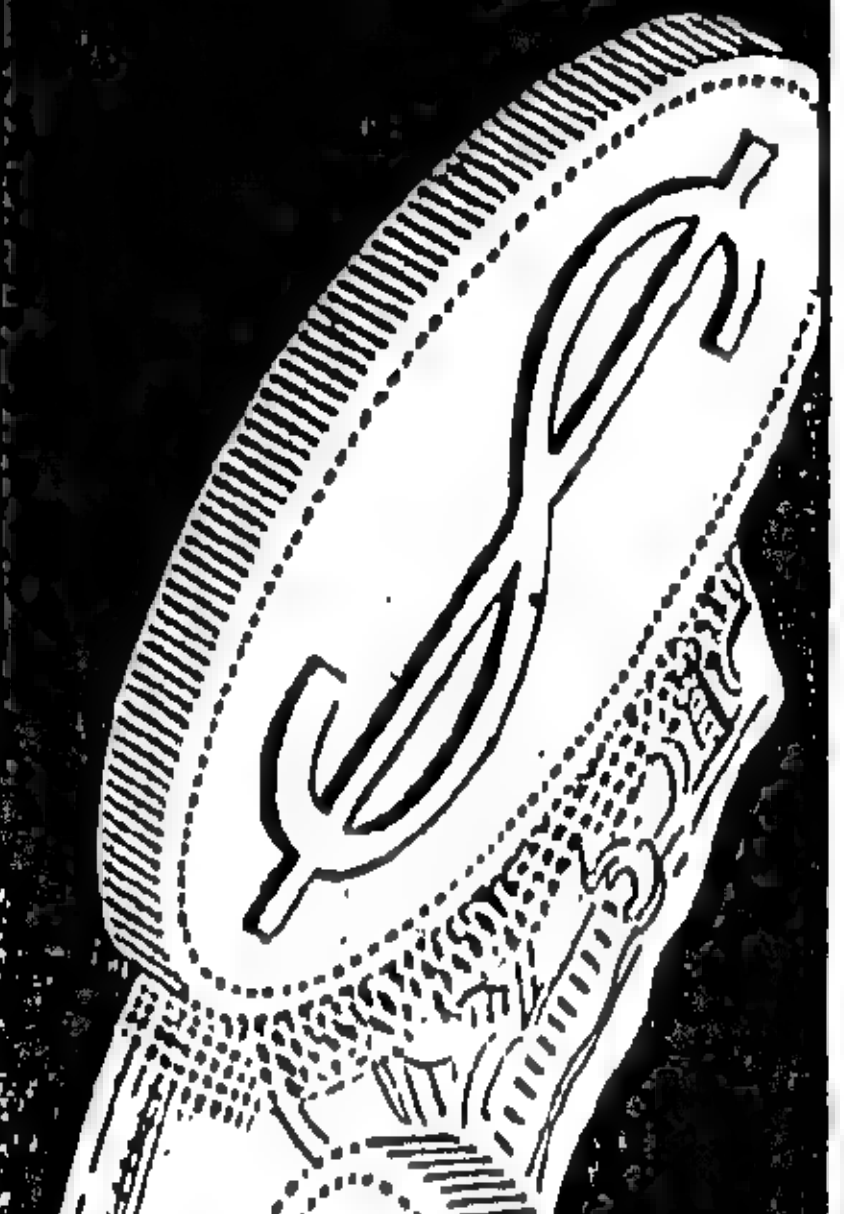
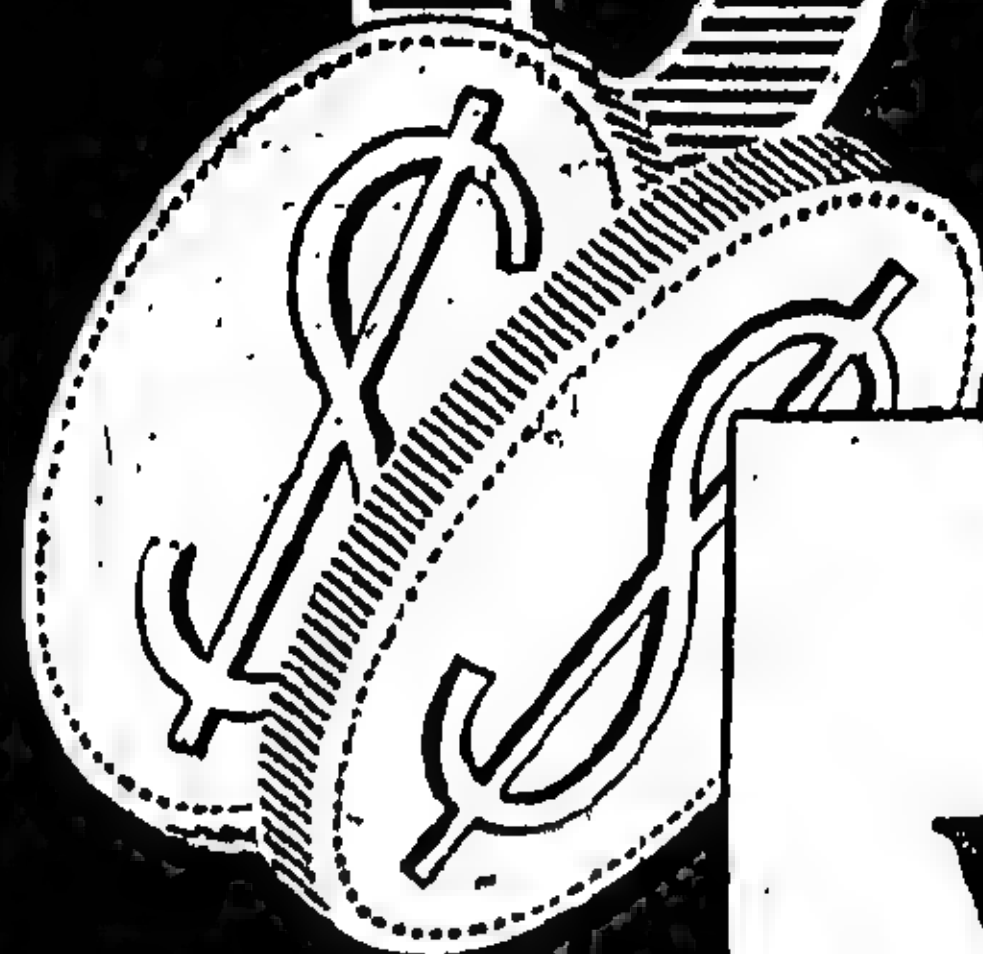
Yellow velvet is used very successfully to make sport costumes and separate jackets to be worn with pleated skirts.

A NOVEL SPORTS OUTFIT.



The long, patterned coat of the new sport outfit, with a wide collar and cuffs, is made of a heavy material, and is fastened with large buttons.

DOLLAR DAY



AT
WHITEAWAY'S

ON
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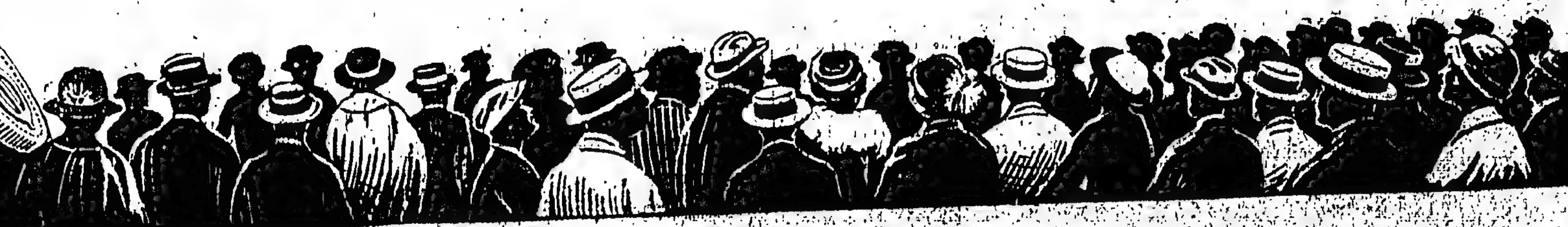
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DOLLAR TOYS.

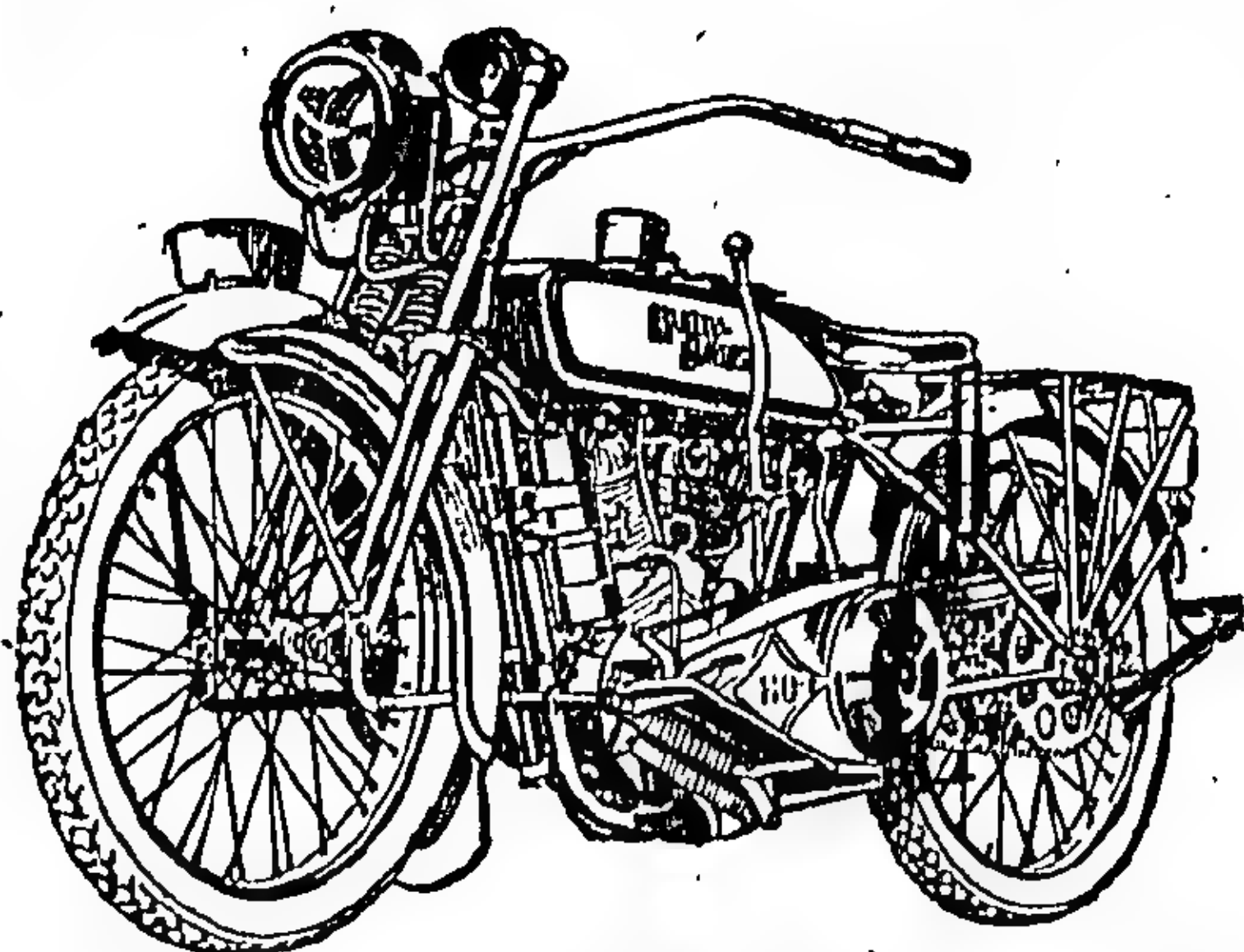
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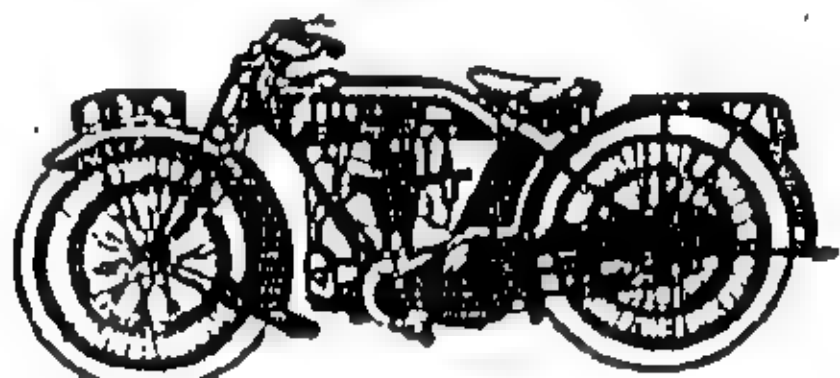


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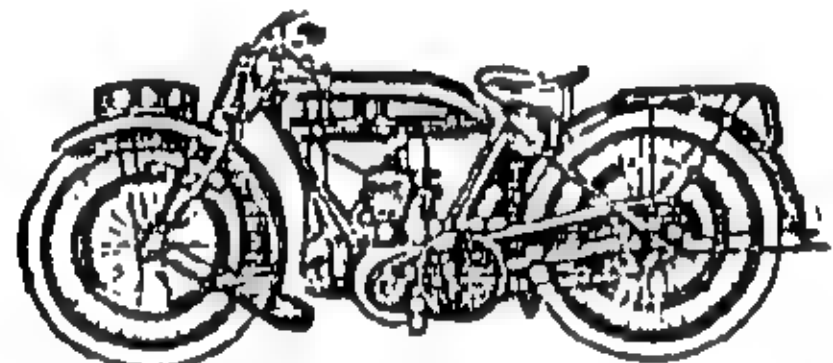
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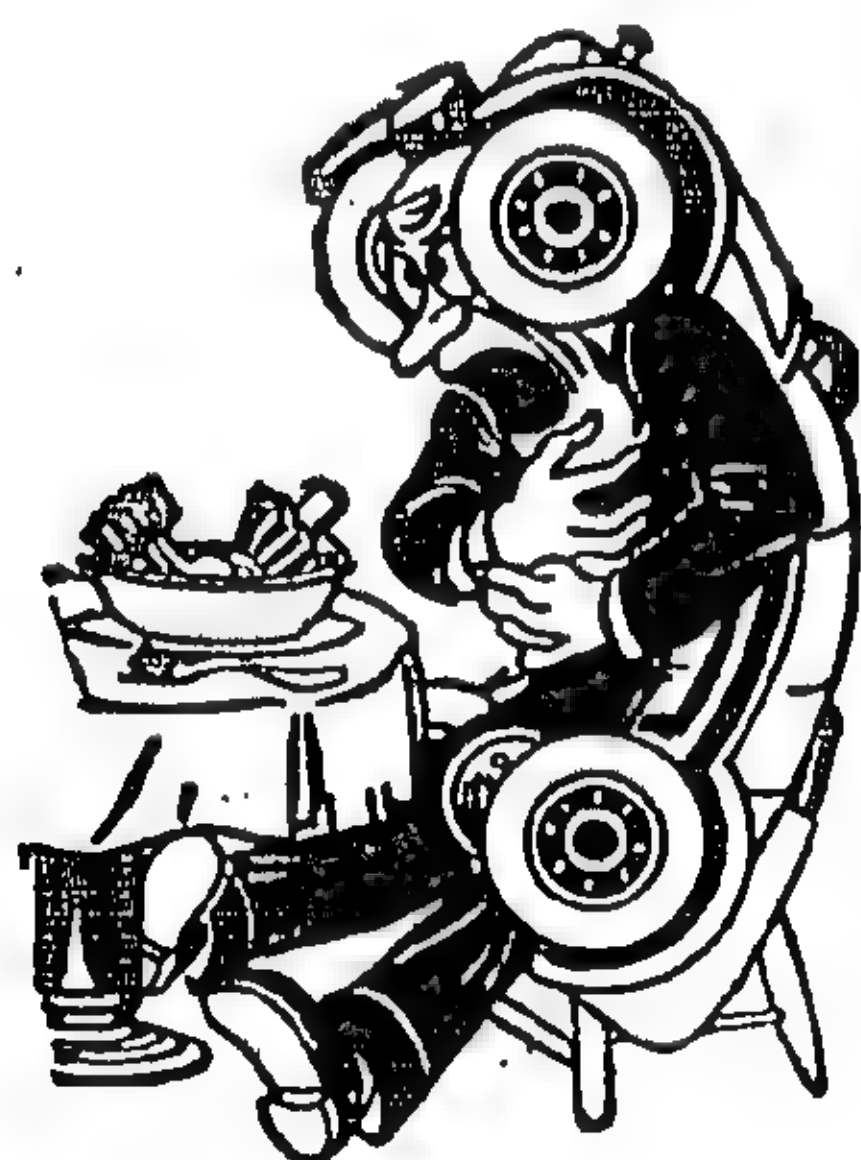


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AIRPLANE TRANSPORTATION IN CALIFORNIA.

Passengers Transferred From Motor Bus.



HOW PASSENGERS ARE TRANSFERRED FROM MOTORBUS TO AIRPLANE.

The motorbus has been linked with the airplane in one transportation line in California. The first permit for the operation of airplanes in connection with motor busses has been granted to such a combination passenger line plying between Los Angeles and Big Bear Lake.

From Los Angeles a through ticket can be bought for Big Bear Lake. A bus takes the passengers to Ontario, San Bernardino county, at which point they are transferred to one of four airplanes making this trip daily.

The flight from Ontario to Big Bear Lake takes tourists over mountains, valleys and desert, across one of the most beautiful scenic routes in California. Its safety is assured by the presence of emergency landing fields within "dead" motor range at all times.

SUB-WAY THOROUGHFARES.

SUGGESTED TRAFFIC RELIEF.

Detroit, January 3rd.—A possible solution to the traffic problem in any metropolis is seen in the suggestion of an industrial engineer for the relief of congestion in Detroit.

H. M. Lane, the engineer, has mapped out a plan for the virtual construction of an underground city, where automobiles could travel back and forth in special auto tunnels, where they could park in plenty of space, where pedestrians could cross streets unmolested and where trucks could deliver their freight without delaying traffic.

According to Lane's plans, the underground city could be tunnelled without hindrance to activities on the surface. Tunneling could start from the outskirts of town, so that all dirt could be taken out through the excavated parts.

In Detroit, Lane says this underground city could be dug to a depth of 10 stories, with autos for long and short distances taking different levels, and providing several floors for parking. Thus, this city could be dug beneath the centre of town, with parking areas under parks and squares.

PAY FOR ITSELF.

The project would pay, he adds, if the city would defer taxation to the interests undertaking the job, and would permit low parking charges, besides other sources for revenue, like advertising and space rentals.

"Such a system would take a vast amount of foot traffic from the streets," Lane adds. "I would construct either moving sidewalks or small electric railways 60 feet below the surface. Most department stores would be glad to sink their elevator shafts to this level."

"Imagine then a series of broad passages, occupying the entire width of the downtown streets, all interlocking, and all connected with stores, hotels, theatres and public buildings by elevators—the whole series amply lighted and with no street cars or vehicle traffic to interfere with the free movement of pedestrians."

NO VAIN DREAM.

This dream, Lane insists, is practical, because some of the larger cities already have tunnel systems for the speedy delivery of packages, or for the convenience of pedestrians. Paris is known for its interlocking subway tunnel system, and in Detroit the Edison company has a fairly deep tunnel connecting all of its downtown stations.

These tunnels could be safe, well ventilated, well lighted and would not endanger surrounding structures, as the new Hudson River auto tunnels and the New York and other subway systems prove, he concludes.

SILENT SHIFTING

Good motorists acquire the habit of silent gear shifting. They have the "feel" that enables them to change quickly and without a dangerous crashing of gears. Practice makes perfect.

FIRESTONE SCHOLARSHIP.

AWARDED TO FARM BOY.

John Liska, 19-year-old farm boy of Wisconsin Rapid, has been awarded a four-year scholarship in any first-class university in the United States, as winner of the H. S. Firestone scholarship for 1924.

Liska's essay on "The Relation of Improved Roads to Home Life" was adjudged best over some 40,000 similar essays submitted in this annual contest.

This is the fifth award of the Firestone scholarship in as many years. The scholarship is valued at about \$1000 a year for four years, since it covers not only tuition in a university but cost of room board, books and special fees.

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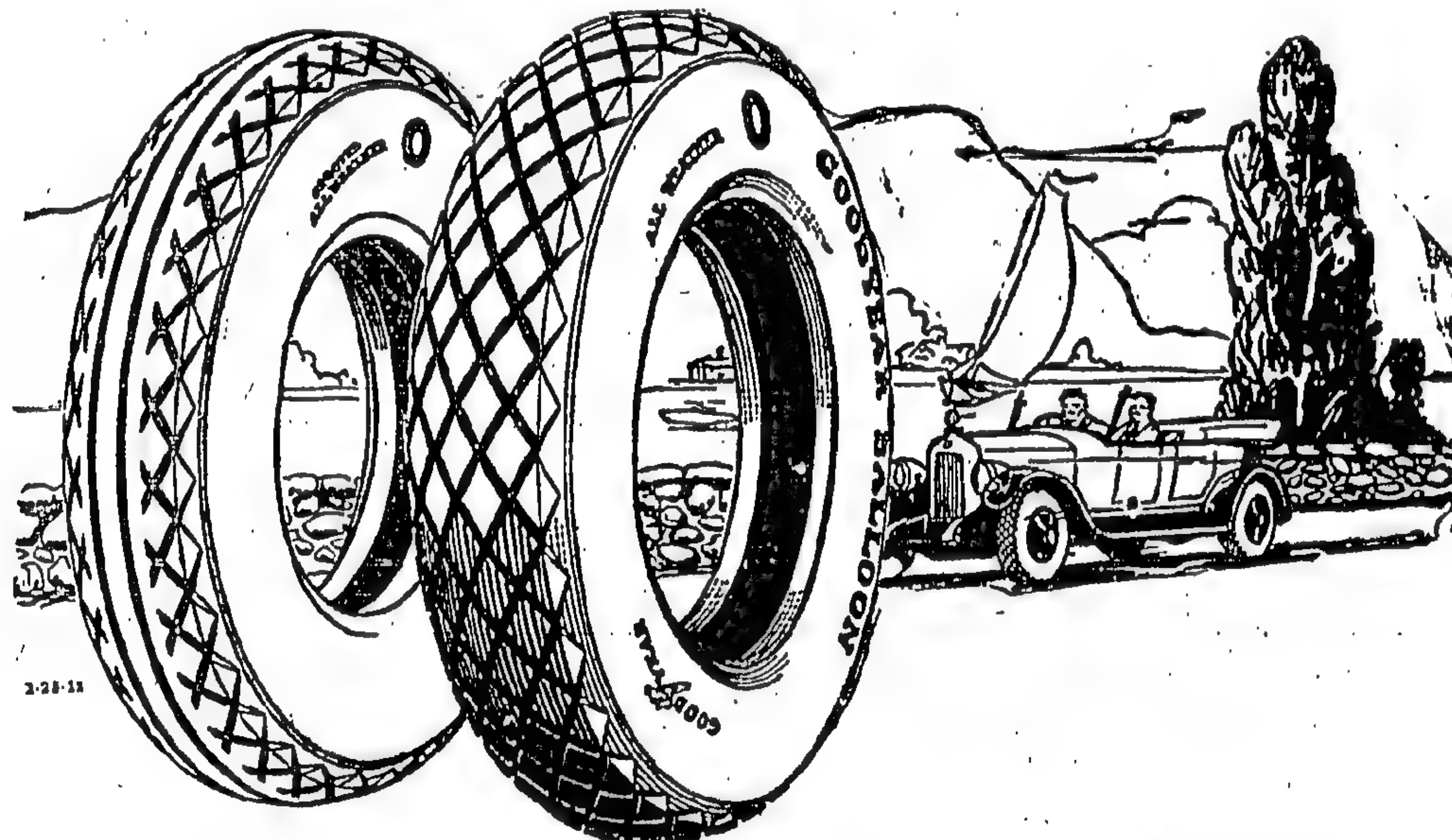
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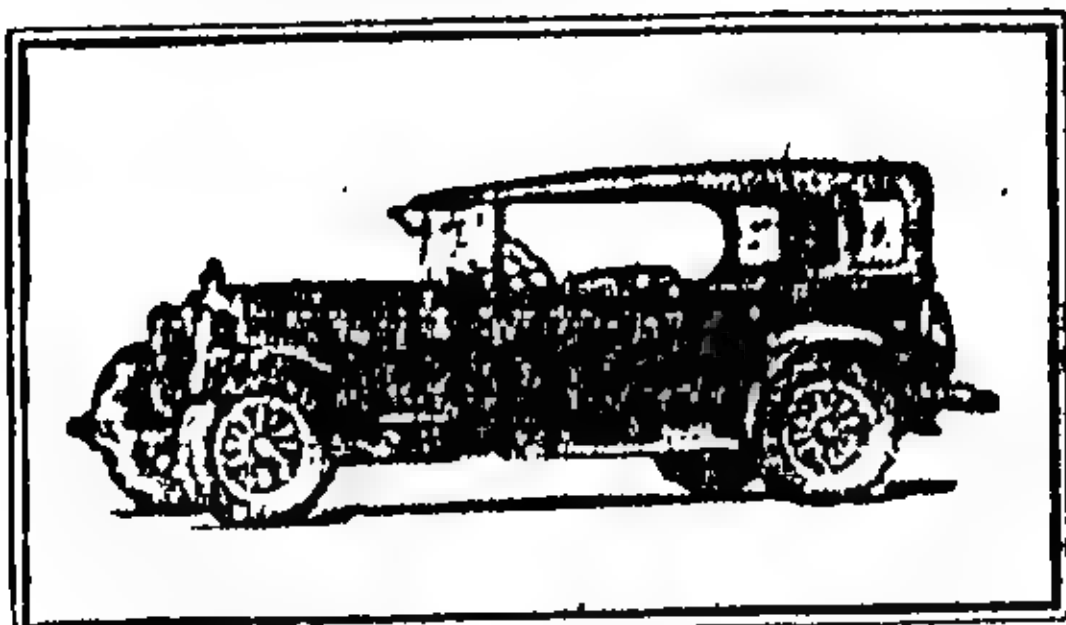
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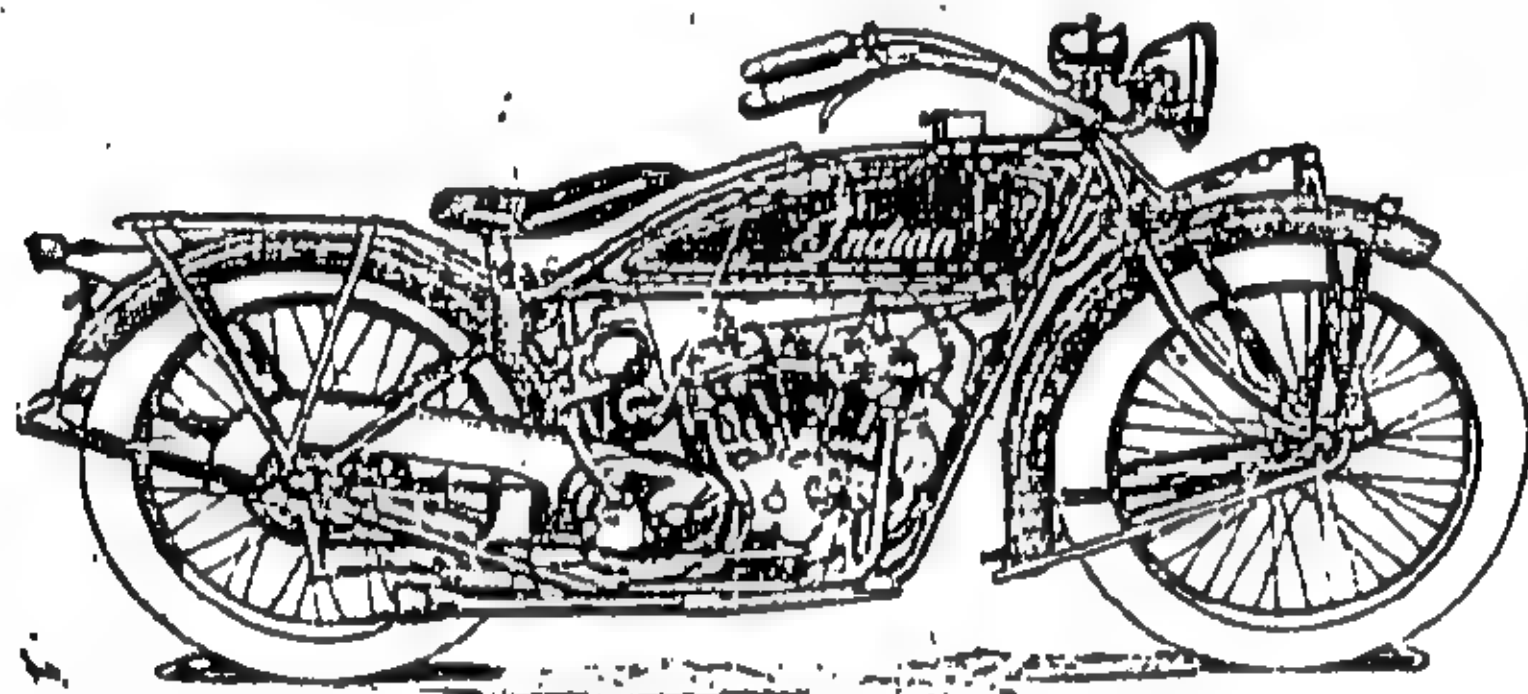
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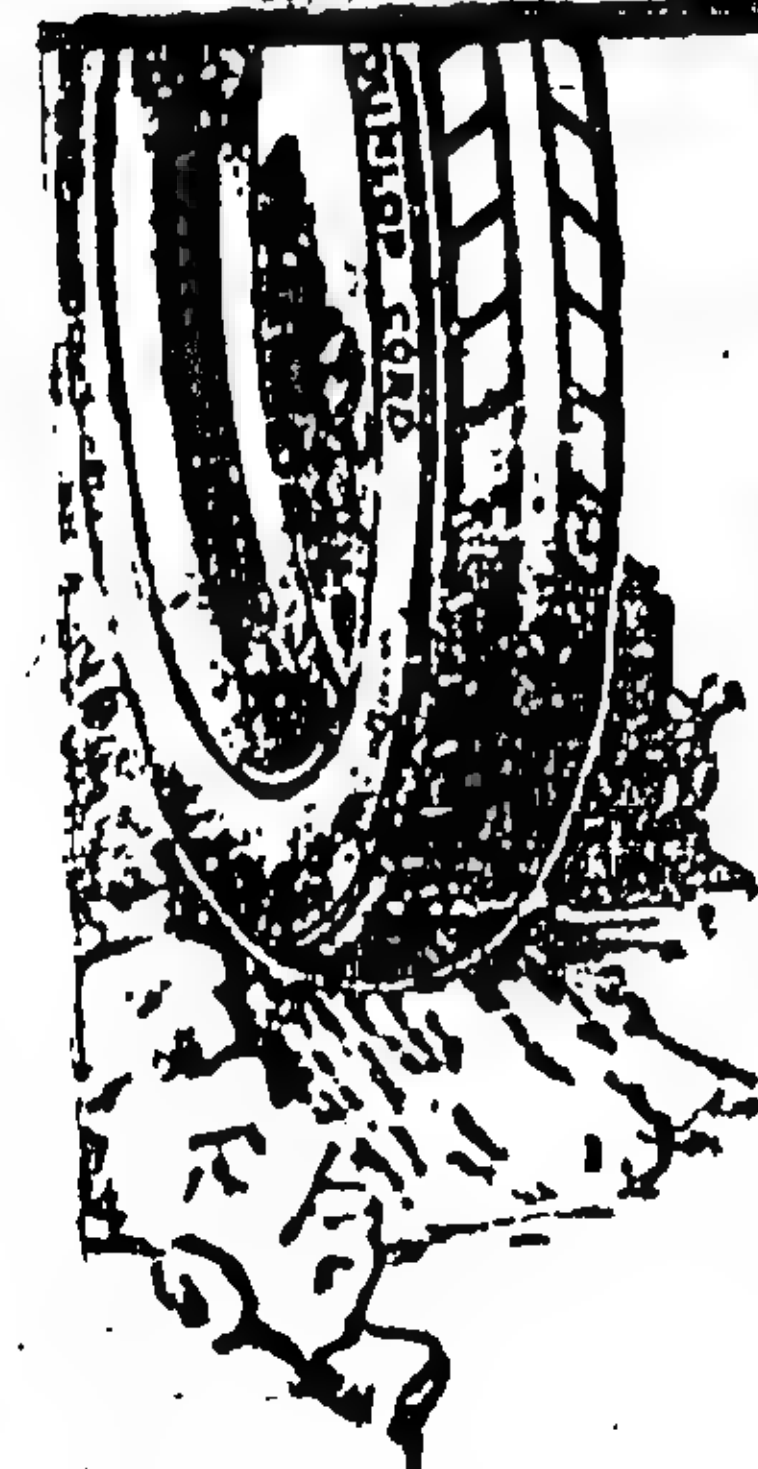
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THE YEAR'S MOTOR LESSONS.

EXPERIMENTS IN SPORT, SHOWS, AND LEGISLATION.

(BY H. MASSAC BUIST IN THE "OBSERVER.")

On an average, in this country, motor traders in cars built abroad have fared even worse than have British motor manufacturers. One of the biggest importing firms has lost £200,000, yet it has undercut and spoiled the market for all. The prime cause has been the chopping and changing of Governmental policy. It is impossible for business to flourish when the individual trader does not know where he is, because that state of confusion also confounds the buyer. Of course, far too many cars have been built in the world. Equally of course, a far greater number of cars have been taken into use the world over, as in this country, than in any previous twelve months. Prices have come down to an unprecedented extent; and we have proof that the factory and labour resources of this country are such that, if this at present defenceless and proved key industry were safeguarded by an effective tariff, as it is in other countries, still there would be no possibility of holding the public to ransom. We have both the shops and the machinery to build yearly at least twice as many cars as we could take into use in this country, therefore there would be plenty of internal competition. Of course, the assurance of the home market is essential before sufficiently big-scale production can be embarked on, particularly in the case of a country like this, with its unprecedentedly heavy taxes and high labour costs per unit of output.

SUPERCHARGER BUSES FOLLOWS SHADOWED.

As to the product itself, 1924 has shown that more power, more speed, and more economical running can be got per unit of engine volume than before; also that the use of overhead valves and the standardisation of higher engine compression make for economy, durability, better quality, and better performance. To this country belongs the honour of having proved, in a purely experimental fashion through the enterprise of the Sunbeam Company, that the supercharger can be made of use to refined passenger cars, and, later, to the utility vehicle, such as the omnibus, because the blower need not run at more than crank-shaft speed, can function always and can be the instrument for producing proportionately greater power at slow than at fast engine revolutions—which is exactly the opposite of what had been imagined before this year. The figures show a 50 per cent. increase of power at slow speeds against 33 per cent. at normal, and fast revolutions. This brings nearer the possibility of the car without indirect speed gears. It will be also of great value in dealing with the vexed congested traffic problem; instance the importance of acceleration from rest in the case of omnibuses, lorries, cabs, and so forth.

In regard to chassis development the most obvious change is in the use of brakes to all four wheels. Nearly every manufacturer offers them as standard. But it is plain that, from the point of view of design and production, by far the majority of systems will have to be improved very much before they can be considered satisfactory, or even safe. Tyres constitute that part of a motor vehicle which is the most unique in the whole story of post-war industry, because they are no dearer than before the war, despite the purchasing power of money having been halved—on those grounds they cost half as much to-day as they did before the war—and they are made so much better that they have from four to five times the average wearing life. At the end of this year we have seen the standardisation of the balloon tyre. But the public will have to run them throughout next year before it will be possible finally to appraise them. It is plain that any cars are fitted with them which ought not to be, because the steering ought to be re-designed.

THINGS, GOOD AND BAD, DONE DIFFERENTLY.

In marine motoring enterprise we have not been too successful. But two laudable efforts have been made. The essential work for a maritime people to continue the evolution of the sea-going, high-speed, shallow-draught motor-

boat has been taken up by the Marine Motoring Association by the institution of the Duke of York's trophy, the first race in connection with which were held in Tor Bay in July. They served the valuable purpose of providing information as to how to organize these races in future years, and concerning what types of boats to design. In other words, we did not discover all this could be got out of this class of boat to date, as was proved by the speeds attained. But we know how to proceed better for the next racing in July, 1925.

In connection with the congestion of traffic in the world's metropolises a scheme has been forthcoming for utilising the most obvious of London's highways for passenger traffic, the Thames. It was turned down. The main reason for the Committee's recommending it for rejection to the London County Council was such as the Council could not endorse, therefore the matter has been referred back to the Committee in question. That means there will be a new chapter next year.

This country continues to have the largest motoring organisation in the world, the Automobile Association's membership having reached a quarter of a million. The Royal Automobile Club has done excellent work, and has conducted a 1,000 miles standardised small car trial in Wales on an admirable scheme, over well selected roads. It was not its fault that neither the industry nor the trade support it in representative fashion. The Junior Car Club's 200-miles race at Brooklands was run at a record speed and proved a Darracq triumph in the 1,500 c.c. engine class, this event being now recognised abroad as one of the annual first-class international fixtures. The winner, Mr. Kenelm Lee-Gunn, whose racing record is second in sportsmanship to none, has now retired from the sport. Neither at home nor abroad is it possible to discover his successor.

It has been a year of very interesting experiments in regard to motor shows, no fewer than two of which have been held in Kelvin Hall, Glasgow, because at the beginning of the year the usual exhibition was organised at the usual date and in November the new season's exhibition was held two-and-a-half months ahead of the ordinary time. It proved too close to Olympia to draw the Scottish public in the numbers desired. We have been handicapped, too, by the fact that there has been yet one more General Election in progress during motor show in London, the date of which was advanced from November to mid-October. Nevertheless, the Olympia Show proved absolutely successful, the attendance being only 30,000 down, which was even to the good. It gave more room to the members of the vehicles with a view to buying. Moreover, the attendance far exceeded pre-war figures, and produced quite as much revenue as the Society of Motor Manufacturers and Traders needs to carry on the admirable and varied work.

This has been a memorable year in the story of the Motor Trades' Benevolent Fund, which was started by Mr. A. J. Wilson in 1905, for the Prince of Wales honoured its annual banquet by his presence, and thereby showed his interest in this much-stressed branch of enterprise.

The year closes with promise of legislation to consolidate the existing motor laws and to abolish the more undesirable features of them.

The New ESSEX

What Experts Here and Abroad Say About It:

- "Hudson has produced a super Essex. It looks like the proverbial knockout."—From Automobile Topics.
- "The New Essex is a revelation of performance, ease of riding and of smoothness."—From Motor Age.
- "Steers easily even on loose gravel at 50 miles per hour."—From Motor World.
- "A wonderful value—a car of which Hudson engineers have a right to be proud."—From Motor Life.
- "Possesses qualities I didn't believe could be incorporated in a closed car at the price."—H. A. Tarantous, in Motor (U.S.A.)

And "MOTOR" of LONDON, ENGLAND Says:

"For a very considerable time the Essex car has been one of the most popular American productions marketed in this country, and has won an enviable name for reliability and road performance. Good as the four-cylinder model has proved to be in service, however, the manufacturers have superseded it in favour of a six-cylinder model. It represents a very great advance in design on the old car, and is one of the most interesting American vehicles that has ever been imported here, chiefly on account of the fact that the engine is only just over two litres capacity."

"Outstanding features are the played rear semi-elliptic sus-

pension, the sturdy frame, accessible power unit and components, oil system of chassis lubrication, general finish of chassis and bodywork, and the remarkably low price.

"So much for the details of the chassis. A short run on the road proved to our satisfaction that the car did not belie its appearance. The engine is vibrationless and will take the car along at so slow a speed as 2½ miles per hour without a tremor from the transmission. From even this low speed a ready pick-up can be obtained without changing down. For a 2-litre power unit the acceleration on second is terrific; in

fact, it is one of the most lively cars in which we have ridden. Thirty miles an hour or over seems but 10 or 12, so smooth is the engine, while ordinary main-road gradients can be surmounted in excess of 45 miles per hour.

"The steering is particularly light for an American production, very accurate, and an ample look is provided. The brakes, both hand and foot, could not be better, for they are very smooth, progressive and powerful in action. The transmission is noiseless, and in every way the new Essex six-cylinder can be put down as a real delight to drive."

"Even better than my former ESSEX" say Thousands of Owners

It is the most talked of car ever brought out by Essex. Old owner say it duplicates the pep and dash of the former Essex up to 50 miles an hour, while far surpassing it in smoothness and riding ease.

Thousands who examine and ride in it daily are proclaiming qualities never expected in a car of its price. They call it the easiest riding car they ever knew. Safe, comfortable and steady on all roads at all speeds. A special

design that will interest you accounts for that. It starts instantly in any weather. Steers easily as a bicycle. Gears shift noiselessly at a touch. Even those who keep but casual track of gasoline and oil mileage, are astonished at its economy in those respects. And the minimum service cost policy, continues these economies in inexpensive maintenance throughout all the years it serves you.

And take a 30 minute ride to learn the facts.

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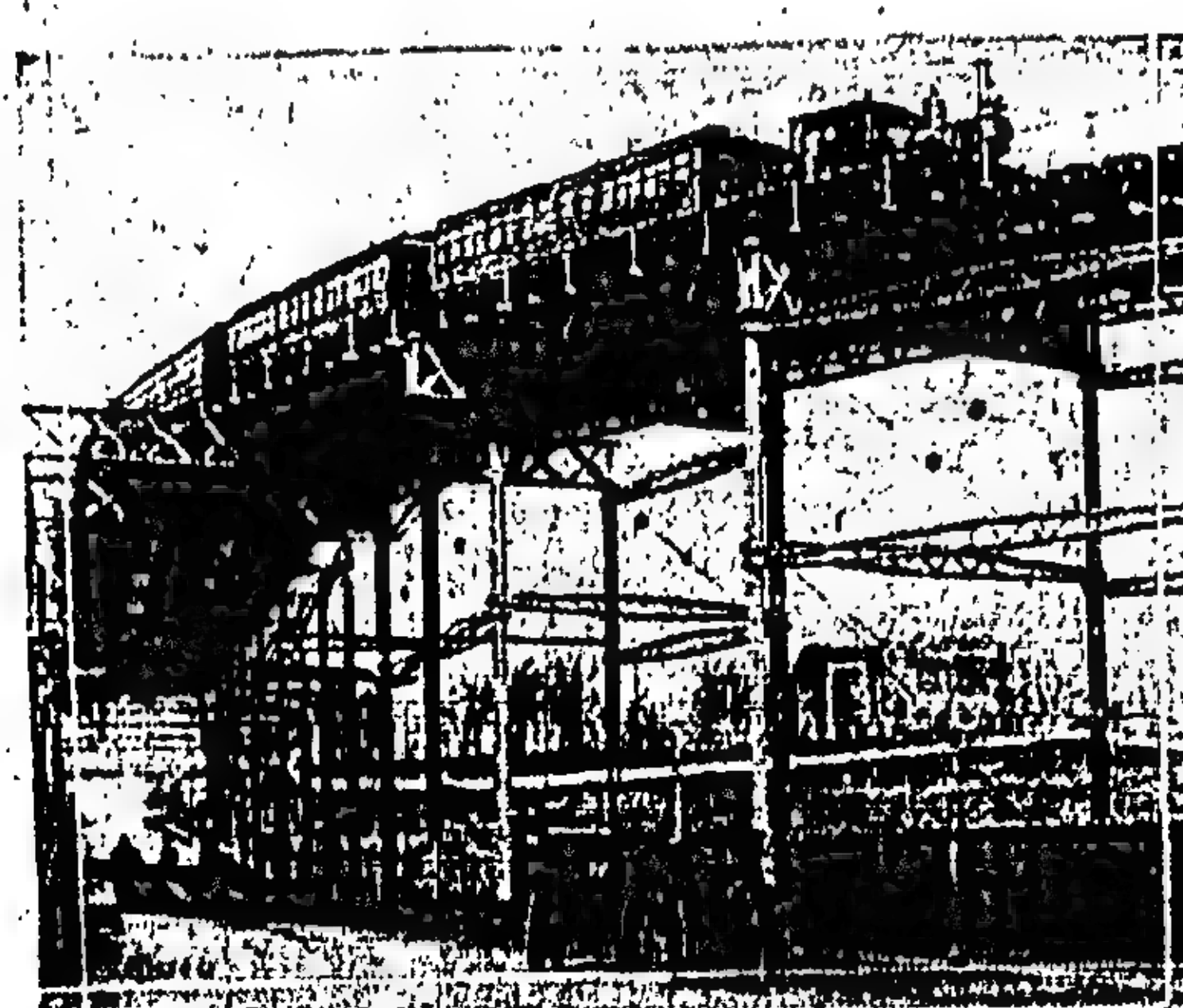
SAFETY SUGGESTIONS.

MANUFACTURERS CO-OPERATION SOUGHT.

The following suggestions are made to automobile manufacturers by the national conference on street and highway safety for the safety of motorists.

1. Accelerator pedal should be far enough from the brake pedal to minimize the danger of applying more gas when the driver really wants to stop.
2. Brake pedal should be made proof against slipping.
3. Both pedals should be so situated that movement from accelerator to brake pedal should be smooth and quick.
4. Braking on severe grades, without injury to mechanical parts should be made possible.
5. Service brakes should be easy of adjustment by the un-instructed driver.
6. Lubrication should be kept from brakes.
7. Effective windshield cleaner should be made.
8. Rear view mirror design and position should be studied.
9. Bumper design should be standardized.

IN NEW YORK.



Back in the days when New York was young steam locomotives pulled her elevated trains. Now powerful electric motors do the work, and the quietest of a by-gone age run away in the yard of the traction company.

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DON'T RACE MOTOR.

If you care to keep your engine in good condition, do not race it when starting it on a cold morning. It is better to permit engine to idle until the oil, thick and heavy from the cold, is worked up to the parts needing lubricant. Give the oil a chance to circulate.

RICHER MIXTURE.

Winter calls for a richer mixture of gasoline and air in the carburetor, but care must be taken that it is not too rich. Too much gas causes engine overheating, carbon accumulation, pre-ignition, loss of power, lack of acceleration.

ANOTHER TRIUMPH.

LAST NIGHT'S CONCERT.

The fourth recital by the "World Renowned Quartette" was given at the Theatre Royal last night and it was encouraging to see a somewhat larger audience present. It is significant to also note that the majority of those who attended the first recital have been present at the other three. Melsa again enchanted his hearers by the superb mastery of his instrument, and it is not to be wondered at that the London press placed him in the front rank of the world's exponents of violin music. Miss Dorothy Dawson-Campbell, Herbert Cave and Percival Garratt were all in splendid form, and the greatest enthusiasm was shown during the whole evening. A number of floral tributes were handed over the footlights at the close. Lack of space prevents us from referring to the many items.

To-night the last performance at the Theatre Royal will be given, when it is to be hoped that a large audience will be present. Nobody who appreciates music at its very best should miss hearing such wonderful exponents.

A special recital will be given on the Roof Garden of the Hongkong Hotel on Monday next at 9.30 p.m. Tickets will be \$2 each.

FOOTBALL.

FOWLER CUP FINAL.

The superior side throughout, the Right Section, Machine Gunners, defeated "A" 2 platoon of the East Surreys by three goals to nil on Murray-Parade Ground in the final of the Fowler Cup yesterday afternoon. They should have been three up in the opening half, but failed to net, but after the interval, Robinson (2) and Martin were more successful. The cup was presented to the winners by Sir John Fowler, who expressed his pleasure at being able to do so before leaving for Hono.

Col. F. M. McFague Bates replied shortly and called for three cheers for Gen. Fowler, which were lustily given.

OBITUARY.

MR. J. I. PLUMMER.

As we go to press, news reaches us of the death of Mr. John I. Plummer, M.A., former Chief Assistant of the Hongkong Observatory, which occurred in London yesterday at the age of 80 years.

The late Mr. Plummer was for many years on the Observatory staff and retired on pension in 1911. He made many friends here, who will hear with much regret of his death. Mr. J. A. Plummer, head of Messrs. Bradley and Co., is a son of the deceased, and much sympathy will be felt with him in his bereavement.

COMPANY MEETING.

HUMPHREYS ESTATE CO.

The ordinary annual general meeting of the Humphreys Estate and Finance Co., Ltd., was held this morning at the Hongkong Hotel. Mr. Henry Humphreys presided and there were also present Mr. J. Scott Harston, the Very Rev. Father Robert, Mr. W. L. Pattenden, Mr. J. M. Alves and Mr. C. Gordon Mackie (Directors), Mr. G. Rapp, (Secretary), and Messrs. D. E. Clarke, M. Manuk, C. Bernard Brown and M. A. Razack (shareholders).

The Secretary having read the notice convening the meeting, The Chairman said:—Gentlemen,—The report and statement of accounts, with the Auditors' Report, having been in your hands for the past nine days, I will, with your permission, take them as read. The net profit for the year is \$162,627.91, which your Directors regard as satisfactory, considering there were no property sales during the period under review. I trust you will approve of the Directors' recommendation as shown in the report regarding the distribution of profits, which with \$158,229.32 brought forward from last year amounts to \$320,857.23. You will notice that Typhoon and Floods Insurance Fund is less by \$6,977.29. This represents damage caused to our May Road property in 1923. A similar amount has been written back out of the profit this year, which will bring this Fund up to the total \$60,000 again. I do not think there is anything that calls for further comment from me at the meeting, and I now beg to propose the adoption of the report and accounts. After this has been seconded, I shall be glad to answer, to the best of my ability, any questions shareholders may wish to ask.

On the proposition of the Chairman, seconded by Mr. Razack, the reports and accounts were unanimously adopted. It was proposed by the Chairman and seconded by Mr. Bernard Brown, that Mr. J. Scott Harston, Mr. W. L. Pattenden, the Rev. Father Robert, Mr. J. M. Alves and Mr. C. Gordon Mackie be re-elected Directors for the ensuing year. This was unanimously agreed to.

Mr. H. Percy Smith and Messrs. Linstead and Davis were re-elected auditors at a remuneration of \$250 each, on the proposal of Mr. Manuk, seconded by Mr. Clarke.

The Chairman announced that dividend warrants would be ready on Monday.

AUSTRALIAN CRICKET.

M.C.C.'S FINE START.

Melbourne, Feb. 6. In their match against Victoria, played in fine weather and on a good wicket, before 3,000 spectators, the M.C.C. scored 295 for the loss of 2 wickets, Sutcliffe compiling 88 and Hearne 121, not out. —*Reuter.*

MORE PLATITUDES.

ADDRESS TO RED ARMY.

Moscow, Feb. 6. On the occasion of his taking up his duties as Commissar of War in succession to M. Trotsky, M. Frunze has issued an order of the day to the army and navy, in which he dwells on the necessity for strengthening the union between the workers and peasants. He says this end is now being sought by transition to the militia system. The army continues to decrease in numbers and increase in efficiency. The Soviet is always striving to establish peace, but the security of the union was recently threatened by efforts to create groups of Powers hostile to the Soviet. The Red army should increase its efficiency in order to be ready to repel the dangers threatening the peaceful labours of the citizens of the Soviet union. —*Reuter.*

S. AFRICAN TEST.

ENGLAND'S FIRST INNINGS.

Johannesburg, Feb. 6. In fine weather, with a good wicket, before a fairly large attendance, the fourth unofficial Test commenced to-day.

Mr. Joel's eleven scored 239 (Russell 80, Jameson 53, not out). South Africa scored 27 for no wickets, in reply. —*Reuter.*

DAY BY DAY.

The Vicar and Vestry of St. Andrew's Church, Kowloon, are giving a reception of welcome to the Bishop of Victoria and Mrs. Duppuy on the 13th instant.

St. Margaret's Church, Broadwood Road, has been added to, and the Church of St. Francis Xavier, Queen's Road East, has been deleted from, the list of places for the solemnization of marriages.

Owing to delay in the arrival of the boat by which he is travelling, Sir Harry Lauder will not open his season here until Wednesday. Those holding tickets for Tuesday can have their money refunded on application at Messrs. Moutrie's.

SIR HARRY LAUDER.

Sir Harry Lauder, who will be appearing at the Theatre Royal on Wednesday, regards as his proudest possession a large silver watch of the "Turnip" variety, which he won at a competition in Scotland when he was a young man. It was really this success that decided him to abandon the calling of coal miner, for which he was receiving thirty shillings a week, to try his luck as a professional singer. The world knows much of his subsequent story, but few people are aware that his first London triumph actually happened through his appearing as a substitute for another artist.

DAIRY FARM NEWS

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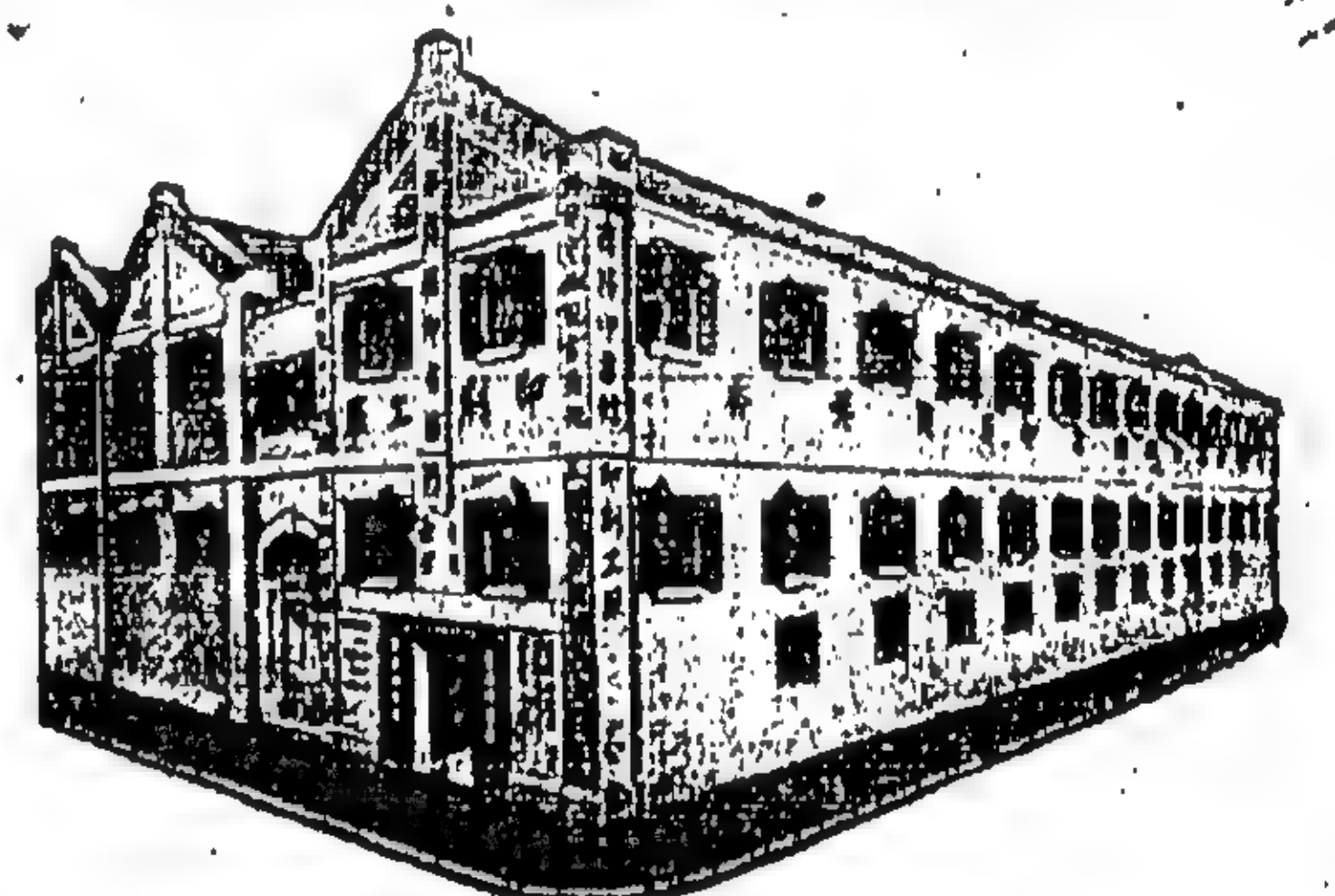
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RADIO NOTES AND NEWS.

Wireless Changes: Signor Marconi's Views.

Senator Marconi, as chairman of council of the Royal Society of Arts, delivered the inaugural address of the 171st session of the society, at 18, John-street, Adelphi, his subject being "Radio Communication."

He stated his belief that the whole theory and practice of long-distance wireless communication was just now undergoing an important, and somewhat radical change. This, to his mind, only went to prove that it was dependent on phenomena, in regard to which their understanding had been to a great degree incomplete.

He had always attached considerable importance to the solving of the problem of short-wave directional wireless communication, more generally referred to as the "beam" system. He could well understand the utility of the non-directional stations for many Naval and marine purposes, and of course, for broadcasting, but for ordinary efficient communication between fixed places, the right and logical thing to do, from the points of view of both secrecy and economy, was to concentrate all the radiated energy into a beam directed towards the place with which it was desired to communicate.

A series of tests was for the first time carried out with short waves over what might be termed world-wide distances during last winter, spring, and summer. These tests proved to be successful, including the first telephonic communication with Australia ever realized, although the amount of power utilized at the sending station never exceeded 20 kilowatts.

The results of these tests had gone far to convince him that the short wave "beam" system would be capable of transmitting a far greater number of words per 24 hours between England and far distant countries, such as Australia, than would be possible by the comparatively powerful, cumbersome, and expensive stations in use, or planned for use, for Imperial commercial communications. The stations intended for this purpose, which they were now erecting in England under a contract with the Post Office, and others to be installed in the principal Dominions and far distant countries, would all be on the "beam" system.

Tests begun in August of this year had enabled them to discover that the daylight range of practical communication over long distances increased very rapidly as the wave length was reduced. Comparative tests on different wave lengths were carried out for a period of over two months in a variety of places, and all observations went to confirm the fact that for waves between 100 metres and 32 metres

the daylight absorption decreased very rapidly with the shortening of wave-length.

SPECIAL EXPERIMENTS.

In October transmission experiments were carried out on a 32-metre wave from Poldhu, in Cornwall, to specially installed receivers at Montreal, New York, Rio, Buenos Aires, and Sydney (Australia). Although the available power utilized at Poldhu was only 12 kilowatts, it was at once found possible to transmit signals and messages to New York, Rio and Buenos Aires

NOISES OF THE PIT.

The hubbub of the wheat pit itself is brought to the ears of radio listeners daily, while the pit is open, through the microphone of station WGN, at Chicago. This accompanies the Board of Trade quotations broadcast by the half hour every day.

PLUGS FOR RADIO.

The new Hunts Point Hospital in the Bronx, New York, has special plugs built into each room or ward, for the attachment of a radio receiver. The plugs connect to a central receiving station and aerial.

EUROPE "COMES IN LOUD."



"Fans" with this kind of set had no trouble getting Europe during the recent trans-Atlantic tests. Thurston McCauley, radio engineer, happens to be the operator in this case. He put this six-tube superheterodyne on a van, set it up on the sands of Long Beach, L. I., and listened in on a loop and loud speaker to England, Scotland, Spain and other countries.

when the whole of the great circle track separating these places from Poldhu was exposed to daylight. During a complete day transmission at fixed intervals carried out with Sydney, that station received the Poldhu signals for 23½ hours out of the 24.

The tests from England to places situated south of the Equator, such as Sydney, Buenos Aires, Rio de Janeiro, and Cape Town, were particularly interesting for the reason that the waves had always in these cases to traverse what might be called a summer zone, and were therefore subjected to an averaging effect of conditions, which could never possibly exist when the transmissions took place only between stations situated in the northern or southern hemispheres.

During November some successful receiving tests were carried out in England from a low-power transmitting station in Australia utilizing waves of 51 metres. During the present month trials had been continued with Canada, the United States, Brazil, the Argentine, and Australia, and also for the first time with Bombay and Karachi in India and Cape Town in South Africa. The power utilized at the Poldhu Station during all these tests was 15 kilowatts.

"I am now firmly convinced," Senator Marconi added, "that the 'Beam' Stations employing only a small fraction of the power used by some of the most modern long wave stations, and much lower and fewer masts, will be able to communicate at practically any time with any part of the Empire, and I cannot refrain from expressing my strong personal opinion that these powerful long-wave stations will soon be found to be uneconomical and comparatively inefficient so far as long distance commercial communications are concerned. What remains now to be done is to complete the systematic study of these waves especially in regard to their transit or propagation through space. They open up what I believe will prove to be a most fertile field for the investigator and an entirely new horizon to our view."

ONLY ONE IN ITALY. Italy has only one broadcaster, reports American Vice Consul Dorr at Naples. And Italy is the native country of Marconi.

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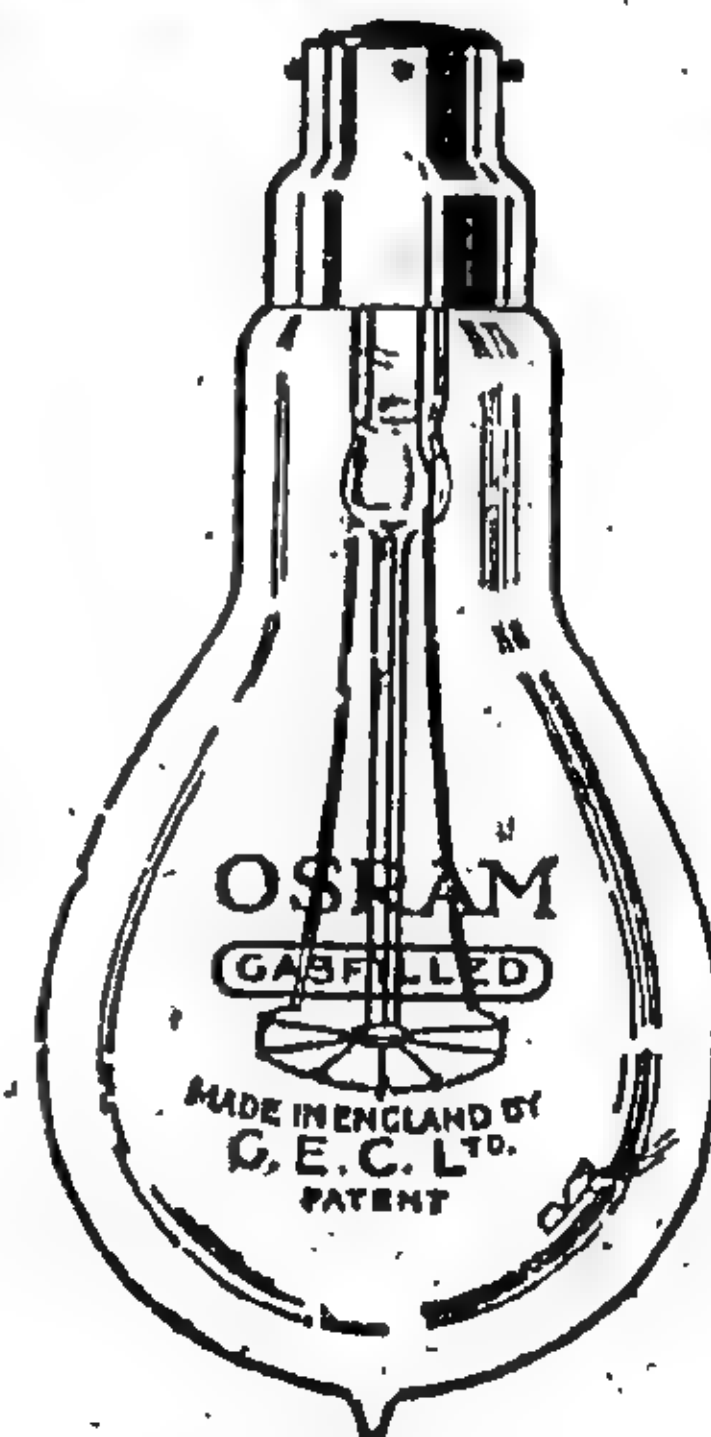
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PORTUGAL'S TITLES.

Nobility on the Increase.

Farmer King Manuel of Portugal, in view of the many petitions for titles that are addressed to him by Portuguese monarchists has now made known to his followers that he has decided to grant no new titles and will limit his action to the confirmation of the rights of certain members of the nobility to use those inherited from their forefathers. In this way the former king has put a limit to the prerogative he maintains as head of the aristocracy of Portugal.

It is a Portuguese tradition that no "Adalga," which is the name given her to persons of noble birth, may use a title belonging to his ancestors without the royal consent, based on authenticated and documentary rights. The kings of Portugal furthermore, hold the power to deprive a nobleman of his title should he be judged unworthy of it, and of transferring it if he thought fit, to another member of the same family. This singular privilege was sometimes used even by the last Portuguese kings. Foreign titles, even those conferred by the Pope, were not recognized here.

It is a curious fact that since the establishment of the Republic in Portugal, and the consequent abolition of all titles of nobility, the number of those has greatly increased. The Republic, although it does not recognize any official documents bearing a titled signature, makes no objection to anyone in society putting a prefix to his name if he chooses, as occurs in the French Republic, which permits actresses and professional beauties to use such historical names as d'Alençon, de France, de Merode, or d'Anjou.

FRESH OUTCROP.

It therefore follows that, as the law forbidding the use of titles without the king's authorization disappeared, with the fall of the monarchist institution, nearly everybody who can discover in their family records of any remote titled ancestor assumes the right to putting a prefix to his name. In this way many of the newly rich and bourgeois classes have adopted high-sounding titles, to which they have not the slightest claim.

In 1910, when the Republic was proclaimed, the "Golden Book" of the aristocracy of Portugal registered the existence of three dukes, 20 marquesses, 117 counts, 197 viscounts and 97 barons, not including those belonging to members of the royal family, and others granted by the Prince Don Miguel de Braganza, the legitimist pretender to the throne of Portugal, which were not recognized by the constitutional monarchy.

Portuguese titles are in great part posterior to the seventeenth century and three-fourths of them were conferred during the nineteenth century on the magnates of finance and big landowners, and only lasted during two generations, unless they were again granted by the king.

The constitutional monarchy definitely abolished hereditary rights to titles of nobility. At the present time many of the Portuguese titles used abroad are apocryphal, and the high-sounding names attached to persons whose presence and doings in great cosmopolitan centres are recorded in the press very often have their only origin in the fantasy or audacity of the people who use them.

There is, however, still one Portuguese title that implied an ancient and noble lineage, being transmitted by direct right to all descendants of a certain family. This is the word "Dom" prefixed to the Christian name, and which has been but rarely conferred by any Portuguese monarch since the seventeenth century. This title, together with the honorable distinction of Knight of the Order of Christ, was the only recompense bestowed by the King of Portugal on Vasco da Gama for the discovery of the maritime route to India.—C.S.M.

HIS LAST COMMAND.

Commodore Sir Bertram Hayes, Commander of the White Star liner *Majestic*, which arrived at Southampton on Dec. 23 from New York, walked off the bridge for the last time in his official capacity after the vessel had docked, as he is now retiring. Before leaving New York, Sir Bertram Hayes was presented with a gold-handled ebony walking stick by the Sandy Hook pilots, whom he has known for many years.

BRITISH FASCIST MOVEMENT.

Not a Political Party.

General Blakeney, President of the British Fascists, asked by the London correspondent of the *Milan Secolo* if it were true that three hundred thousand British Fascists had joined, replied that they did not publish the number of their adherents. It would, in fact, give a false impression were they to do so, as hundreds were joining daily.

In reply to further questions, General Blakeney said as regards practical achievements they had so far confined themselves to propaganda and increasing their strength. During the recent election they assisted in maintaining order and in securing free speech at a large number of centres.

They intended to advocate certain legislation which politicians of all parties hitherto had hesitated to initiate, but it was not their aim to become a political party. They preferred to work through all parties and to get essentials looked at from a national and non-party point of view.

Fascism as an ideal was one of the grandest movements of this century, even as British Fascists regarded Signor Mussolini as unquestionably the greatest man this century has hitherto brought into public life. But each nation had to interpret Fascism in its own way. The conditions in Italy which caused the rapid spread of Fascism were in Britain to-day. In the former case the "Red" revolution had actually started. It was not necessary to use force unless the enemy had recourse thereto, in which case British Fascists would not reply by argument. British Fascists were therefore in the fortunate position of commencing by preaching the constructive and idealistic side of Fascism, while keeping its militant aspect in reserve as an emergency measure for which full preparation had to be made but only to be used, wholly or in part, where absolutely necessary and in support of the forces of law and order.

MOUNTAIN DEW.

From Coal To Hooch.

Prohibition has some curious exorcismences in the United States. In one of the bituminous coal-fields on the slopes of the Appalachian Mountains a strike of miners has been in progress for some years, and under normal circumstances a great deal of suffering and hardship for the miners and their families would have resulted.

But Mr. H. L. Mencken, writing in the *American Mercury*, reports that "the strikers are well fed, easy in manner, their wives are arrayed in the latest fashions recommended by Paris, and their children are fat, merry, and learning to be sinful," and explains the reason for this happy state of affairs. Apparently the strikers, instead of either rioting or sulking, simply retired into some adjacent mountain fastnesses, constructed a series of large stills, and proceeded to manufacture the brand of whisky known as "white mule" on an extensive scale.

Instead of conducting warfare with the mine guards, their hereditary enemies, they enlisted their services as watchdogs against too zealous Prohibition officers. Whenever one or more of the latter appeared in the neighbourhood they were seized, soundly beaten, and sent home and after a few experiences of this kind the problem of subduing this most distilling strikers has been abandoned as hopeless.

STRUGGLE WITH PYTHON.

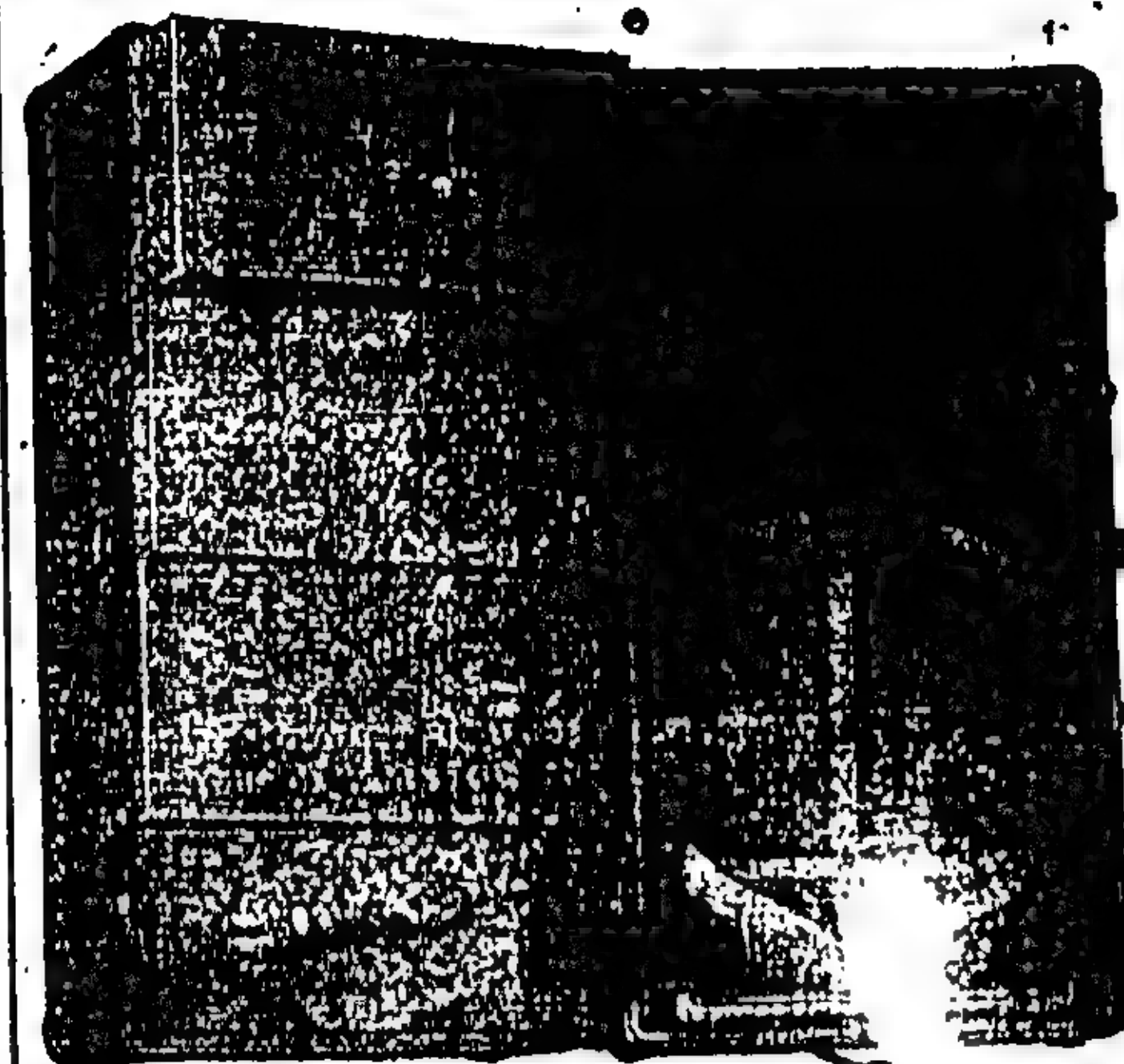
A struggle with a 24-ft. python took place at the establishment of Mr. G. Bruce Chapman, livestock dealer, of Tottenham Court-road, on Dec. 18th. The snake, which had just arrived from Singapore, was confined in a sack placed near an oven for warmth. A similar sack contained maize, and an attendant accidentally opened the wrong one. The python, roused by the heat, emerged. Fortunately Mr. Antonio Borgelt, who brought the snake from the East, was present, and seized it behind the head whilst assistants, with their combined strength, got it back into the sack.

OUR GREATEST ECONOMY SALE

WILL END ON WEDNESDAY NEXT FEB. 11th.

For a few days more we are offering our customers goods at the greatest "economy" prices.

INSPECTION IS CORDIALLY INVITED.



The famous brand
MULTNOVAH TRUNKS
at greatly reduced prices

Wardrobe Trunks

USUAL SALE

\$125.00 \$ 87.50

\$165.00 \$115.00

\$200.00 \$150.00

\$225.00 \$165.00

all trunks and suit cases reduced to lowest prices.

LADIES' WOOL SWEATERS
AT "GIVEN AWAY" PRICES

Usual \$5.00

Sale \$2.50

Usual \$7.95

Sale \$3.50

Usual \$10 to \$15.00

Sale \$5.00

Usual \$20 to \$25

Sale \$12.50



LADIES' GLOVES

Usual \$2.00 Sale 95 cts.

" \$2.25 " \$1.25

" \$2.50 " \$1.65

" \$3.50 " \$2.25

" \$4.50 " \$2.50

TREMENDOUS VALUES
in Gent's Felt and Velour Hats.

REGULAR PRICES

\$12.50 \$10.00 \$9.00 \$6.50

SALE PRICES

\$6.00 \$5.50 \$4.75

ALL OTHER HATS AT

THIS IS A
REAL LADIES'
HAT SALELOOK AT THESE
PRICES !!!LOT A.
\$6.50 each.

Usual \$18.50 to \$27.50

LOT B.
\$3.50 each.

Usual \$7.50 to \$9.50

GREATLY REDUCED PRICES.

GENT'S FINE NECKWEAR

Regular Price \$1.50 Sale Price 50 cts.

" " \$1.50 " " 90 "

" " \$2.25 " " \$1.85

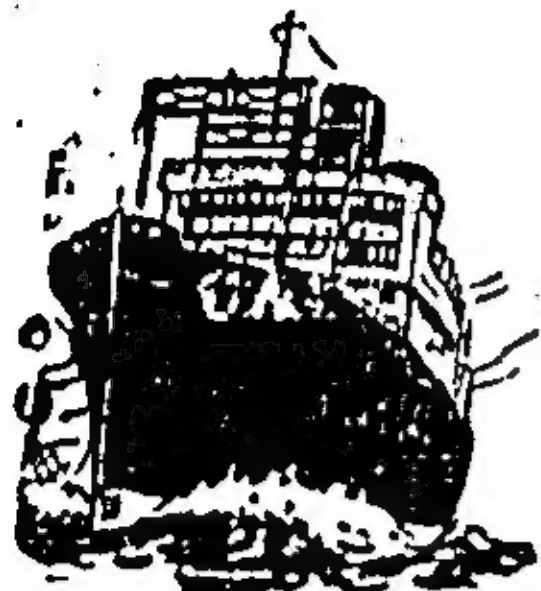
" " \$2.75 " " \$1.75



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MEN, WOMEN and CHILDREN.

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ROUND THE WORLD



President Adams
Sails March 3rd.
8 a.m.

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Manila, Singapore, Penang, Colombo, Suez.

Port Said, Alexandria, Naples.

[Genoa, Marseilles.

BOSTON—NEW YORK

Returning via Cuba, Panama Canal, Los

Angeles, San Francisco, Honolulu, Japan

and Shanghai.

Sailings from Hongkong

President Garfield Mar. 17
President Monroe Apr. 14
President Harrison Apr. 28

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and vegetables—Service by
Chinese stewards—American
Jazz orchestra—Commodious
state-rooms—Ample deck and
lounging space.
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AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT McKINLEY" Feb. 26th, 5 p.m.
"PRESIDENT JEFFERSON" March 10th.
"PRESIDENT GRANT" March 22nd.
"PRESIDENT MADISON" April 3rd.
"PRESIDENT JACKSON" April 15th.

EUROPE

See Seattle-Chicago-New York
\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT McKINLEY" Feb. 18th.
"PRESIDENT JEFFERSON" Mar. 2nd.
"PRESIDENT GRANT" March 14th.

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Operated for

United States Shipping Board

by Admiral Oriental Line, Managing Operators
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COMPANIA TRANSATLANTICA DE BARCELON
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

LEGAZPI 8th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
The steamers of this Company are all plated 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

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CANADIAN PACIFIC

HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.
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From Vancouver to Montreal: MELITA Mar 27, MONTAUBRIEN Mar 29, MELITA Mar 31, MONTAUBRIEN Apr 2.
From Montreal to Quebec: MELITA Apr 2, MONTAUBRIEN Apr 4, MELITA Apr 6, MONTAUBRIEN Apr 8.

Other Atlantic sailings every few days to Liverpool.
Southampton, Glasgow, Belfast, Antwerp, Orléans and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets is sued.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
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One Dominion Express Travellers' Cheques—Payable Anywhere.

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From Manila to Hongkong: Empress Asia Mar 1, Empress Canada Mar 15.

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HONGKONG—SAN FRANCISCO LINE

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Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

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SIBERIA MARU (Omit Nagasaki) Feb. 21st.
TAIYO MARU Mar. 7th.
TENYO MARU Mar. 21st.
KOREA MARU (Omit Nagasaki) Apr. 5th.
SHINYO MARU Apr. 21st.
Proceed up River and berth alongside Mantetsu wharf at Shanghai.
KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

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Sailings from Hongkong

REIYO MARU (Cargo only) March 7th, 1926.
ANYO MARU April 15th.

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.
Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2374 & 2375.

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Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong by Direct Route.

23 days to San Francisco 28 days to Los Angeles
U.S.S.B. "West Prospect" Due Hongkong 2nd Feb.
Leaves Hongkong 3rd Feb.
U.S.S.B. "West Chopaka" Due Hongkong 14th Feb.
Leaves Hongkong 16th Feb.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. & Canadian Overland Points.

To Haiphong, Manila, Cebu and Zamboanga.

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Leaves Hongkong 12th Feb.

To Manila, Saigon, Singapore and Zamboanga.

U.S.S.B. "West Cajoot" Due Hongkong 5th Mar.
Leaves Hongkong 7th Mar.

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Royal Packet Navigation Co. of Batavia.

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will be despatched on 12th Feb.

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Offers excellent saloon accommodation, all lower berths.
English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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(Direct.)

TROILUS 19th Feb. Marseilles, London, R'dam & Hamburg
GLAUCUS 18th Feb. Amsterdam, London & Hamburg
EURYPYLUS 20th Feb. London, Rotterdam & Hamburg
MERIONES 2nd Mar. Amsterdam, London & Hamburg
*Via Oran

LIVERPOOL SERVICE

(Direct or via Continental Ports)

PROTESILAUS 19th Feb. Genoa, Marseilles, Liverpool & Glasgow
ANTIOCHUS 1st Mar. Marseilles, Havre, Liverpool & Glasgow
DOLIOS 20th Mar. Genoa, Marseilles, L'pool & Glasgow
TEUCER 1st Apr. Marseilles, Havre, Liverpool & Glasgow
*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

TALTHYBIUS 10th Feb. Victoria, Seattle & Vancouver
TYNDARBUS 3rd Mar. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

KI. COMPANION 19th Feb. Boston, New York, Baltimore via Suez
RHESUS 28th Feb. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

ANTENOR 3rd Mar. for Shanghai
PATROCLUS 10th Mar. for Singapore, Marseilles & London
ANTENOR 7th Apr. for Singapore, Marseilles & London
HECTOR 5th May. for Singapore, Marseilles & London
SARPEDON 16th June. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—
BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES
THE BEN LINE STEAMERS,
LIMITED.

From LONDON, MIDDLESBRO, LONDON & STRAITTS.

The Steamship "BEN LOMOND"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 23rd inst. or they will not be recognized.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 9th inst. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON AND CO., LTD., Agents.

Hongkong, 2nd February 1925.

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO.

The Steamship "FIUME L"

From Trieste, Venlo, Brindisi, Port Said, Massana, Aden, Colombo, Penang and Singapore.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwritten on or before the 19th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 2nd Feb. 1925.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilwong	Java	In Port	7th Feb.	Shanghai & Amoy
Tjilondari	Java	8th Feb.	12th Feb.	Shanghai
Tjilboet	Japan	12th Feb.	14th Feb.	Batavia
Tjikembang	Shanghai	18th Feb.	21st Feb.	Batavia
Tjikini	Java	23rd Feb.	26th Feb.	Shanghai & Amoy
Tjikmanok	Java	8th Mar.	10th Mar.	Java

*Via Makassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

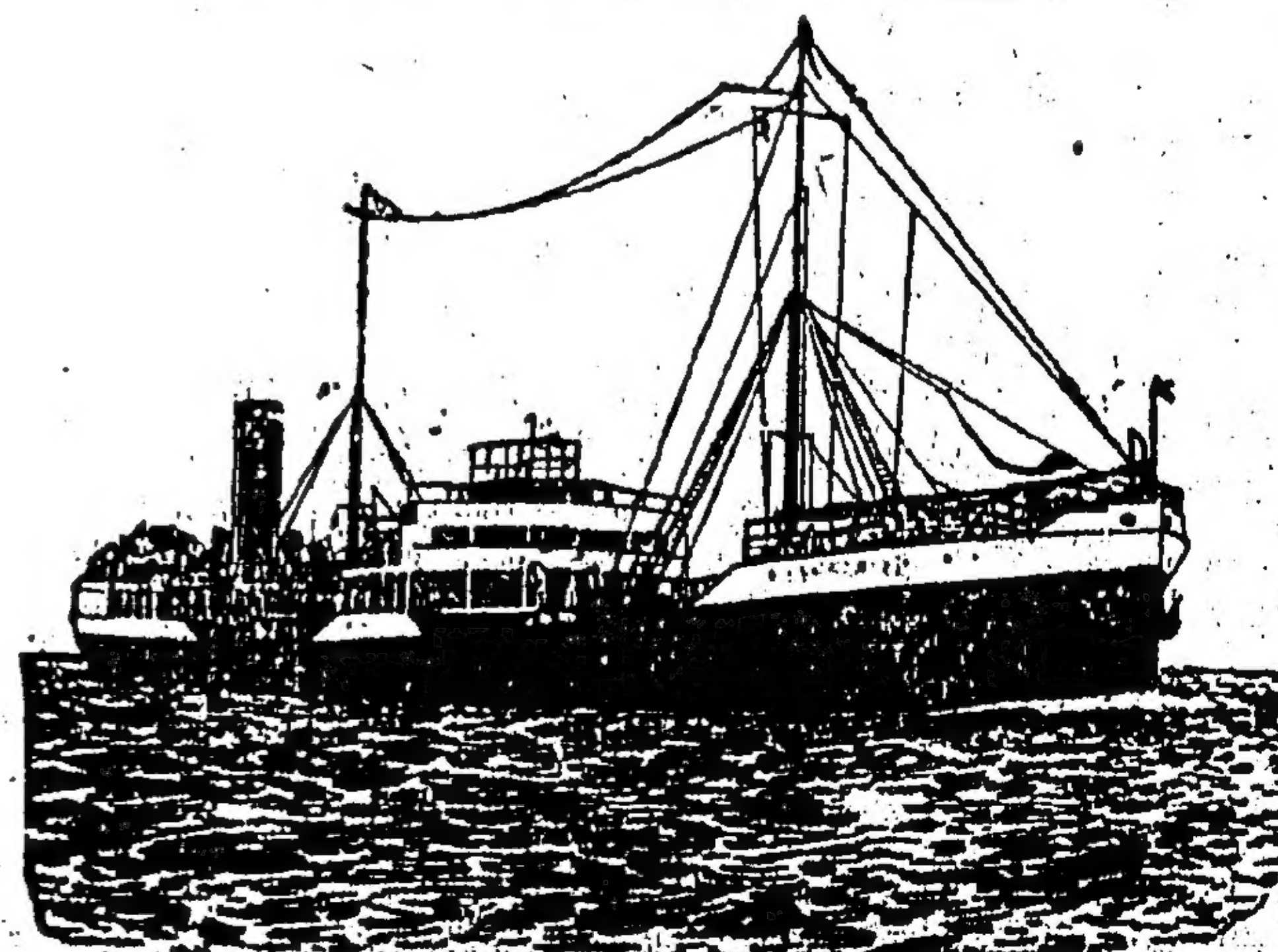
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612' 0" x 55' 1" x 31' 0" x 3,400 tons d.w. x 2,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD. being one of a series of vessels built in these works to the same order.

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Straits, Java and Burma, Ceylon India, Persia Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DOWGOLA	8,083	8th Feb. 10 A.M.	S'pore, Pang, C'bo & B'bay
SARDINIA	6,684	19th Feb.	S'pore, Pang, C'bo & B'bay
CASHMIR	8,963	21st Feb.	M'les, L'don, Hull & Antwerp
HALWA	10,941	7th Mar.	Marseilles & London
JEYPORE	6,696	11th Mar.	S'pore, Pang, C'bo & B'bay
SOUDAN	6,696	18th Mar.	S'pore, Pang, C'bo & B'bay
CASHGAR	6,696	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	S'pore, Pang, C'bo & B'bay
WANTUA	10,902	4th Apr.	Marseilles & London
CARMALA	9,098	18th Apr.	M'les, London & Antwerp
MACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
MAGOGA	6,854	16th May	Marseilles & London
SOUDAN	6,696	28th May	S'pore, Penang & Calcutta
WOREA	10,911	30th May	Marseilles & London
CALVAN	9,118	13th June	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

ILAWA	8,500	16th Feb.	S'pore, Penang & Calcutta
CALAMBA	8,500	25th Feb.	S'pore, Penang & Calcutta
YALAWA	7,936	6th Mar.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

SANDA	6,956	28th Feb.	Manila, S'kan, Thursday Is., Townsville, B'bane, S'ne and Melbourne.
ARAFURA	6,000	1st Apr.	
SW. ALBANY	4,500	29th Apr.	

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers. Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

YALAWA	7,936	12th Feb.	Moji & Kobe
CASHGAR	9,005	21st Feb.	Shanghai, Moji & Kobe
SOUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
HALWA	7,933	24th Feb.	Moji & Kobe
WANTUA	10,902	7th Mar.	Shanghai & Kobe
ARAFURA	6,000	7th Mar.	Moji, Kobe & Yokohama
SICILIA	6,813	7th Mar.	Shanghai, Moji & Kobe
YALAWA	6,949	10th Mar.	Moji & Kobe
KASHMIR	9,098	21st Mar.	Shanghai, Moji & Kobe
MACEDONIA	10,889	3rd April	Shanghai, Moji & Kobe
SW. ALBANY	4,500	4th April	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Packages measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
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JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENIFFER	12th Feb.	GLEN HILL	17th Feb.
GLENUGLE	9th March.	PE. BROOKSHIRE	13th March.
GLENHANE	24th March.	L'don, R'dam & H'burg via Oran	
EL AGARY	2nd April.	GLENIFFER	1st April.
GLENIDA	21st April.	L'don, R'dam & H'burg via Oran	

Movements are subject to change without notice.
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Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'les, Port Banga, Thurs. Is. & A'lian Ports.
TAIYUAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamer.	Next Sailing from Marseilles.	Pro. arr. at H'k. and Sailing for S'hai & Japan.	Pro. Sailing from H'k. for S'hai & Japan.
CHANTILLY			15th Feb.
PORTHOS			1st Mar.
ANGKOR	15th Jan.	16th Feb.	15th Mar.
BONTINEBLEAU	24th Jan.	2nd Mar.	29th Mar.
ANGERS	12th Feb.	16th Mar.	12th Apr.
PAUL LEON	26th Feb.	30th Mar.	26th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIONE COMMERCIALES (CARGO-BEATS)

S.S. "YANG-TSE" from Dunkirk, London, Havre is due to arrive about end of February.

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America 0. 1403. 0. 1420. 0. 1440

YOKOHAMA MARU ... Tuesday, 27th Feb. at 11 a.m.

KAGA MARU ... Sunday, 15th Mar. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HARUNA MARU ... Wednesday, 11th Feb. at 11 a.m.

KAMO MARU ... Wednesday, 25th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

DURBAN MARU ... Tuesday 17th Mar.

LIVERPOOL via ADEN & MARSEILLES.

LIMA MARU ... Saturday, 8th Feb.

TOBA MARU ... Tuesday, 10th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

MIRHIMA MARU ... Wednesday 18th Feb. at 11 a.m.

TANGO MARU ... Wednesday, 18th Mar.

NEW YORK and/or BOSTON via PANAMA.

TAKETOYO MARU ... Monday, 16th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Wednesday, 4th Mar.

BOMBAY via Singapore & Colombo.

CEYLON MARU ... Friday, 6th Feb.

HEIJIN MARU ... Wednesday, 11th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Sunday, 8th Feb.

TOMIURA MARU ... Thursday, 19th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 12th Feb.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Wednesday, 11th Feb.

ATSUTA MARU ... Wednesday, 11th Feb.

DELAGOA MARU ... Thursday, 12th Feb.

KASHIMA MARU ... Tuesday, 24th Feb.

For further information apply to—

NIPPON YUSEN KAISHA. S. KINOSHITA, Manager.

Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails about 2nd Feb.

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LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.**

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S.S. "NUMIDIA" ... Sails about 20th Jan.

S.S. "FIUME-L" ... Sails about 5th Feb.

S.S. "LACONIA" ... Sails about 15th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 7th Feb.

S.S. "NUMIDIA" ... Sails about 25th Feb.

S.S. "FIUME-L" ... Sails about 7th Mar.

S.S. "LACONIA" ... Sails about 25th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 16th Mar.

S.S. "UMONA" ... Sails about 16th Apr.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haining ... W. C. Passmore TUES., 10th Prox. at 4 p.m.

Haining ... E. L. Walker FRI. 13th inst. at 1 p.m.

Haining ... A. H. Stewart TUES., 17th inst. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

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General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF BEDFORD via Suez Canal TO-DAY.

S.S. LORENZO do. 7th Mar.

S.S. KASENZA do. 19th Mar.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. HARTSIDE via Suez Canal 10th Feb.

S.S. COPENHAGEN do. 31st Mar.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF BARODA 4th March

For Marseilles, London, Rotterdam & Hamburg.

S.S. CITY OF PEKIN 25th March

For London, Rotterdam, & Hamburg.

S.S. TRAFFORD HALL 11th April

For Marseilles, London, Rotterdam & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

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Sails Hongkong

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through bills of lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nelloth, Luderitz Bay, Walvis Bay, & Madagascar.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

S.S. CITY OF BEDFORD via Suez Canal 7th Feb.

S.S. K. COMPANION via Suez Canal 19th Feb.

S.S. HRESUS via Suez Canal 28th Feb.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

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HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON.

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REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "TAIKWA MARU" ... on or about 11th Nov.
FOR HAIPHONG via H'chow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 14th Nov.
FOR KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" ... on or about 17th Nov.
For further particulars, please apply to—
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building,
Tel. Central No. 153. Tel. Central No. 140 & 4457.

DOLLAR STEAMSHIP LINE

S.S. "STUART DOLLAR" sailing February 18th.

For Los Angeles and San Francisco.

For freight and further particulars apply to

DOLLAR STEAMSHIP LINE

Hongkong & Shanghai Bank Building

Telephone, Central 2477, 2478 & 795

CONSIGNEES.

American Pioneer Line.

The Steamship

"ELKTON"

having arrived from New York via ports, on 20th Jan. 1925. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 4th Feb. 1925, by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 5th Feb. 1925, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation
AMERICAN PIONEER LINE
Agents.

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, 30th Jan. 1925.

NOTICE TO CONSIGNEES

The Steamship

"PRES. JACKSON"

having arrived from Manila P.I. on 1st February 1925 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 6th Feb. 1925, by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 7th Feb. 1925, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation
Agents.

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, Feb. 2nd, 1925.

DOLLAR STEAMSHIP LINE.

The Steamship,

